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STATE OF MISSOURI

FIRST ANNUAL REPORT

OF THE

PUBLIC SERVICE COMMISSION

FOR THE EIGHT AND ONE-HALF MONTHS
ENDING DECEMBER 31, 1913

STANFORD LIBRARY
COMMISSIONERS

JOHN M. ATKINSON, Chairman
WM. F. WOERNER
JOHN KENNISH
HOWARD B. SHAW
FRANK. A. WIGHTMAN

JEFFERSON CITY, 1914

THE HUGH STEPHENS PRINTING COMPANY
JEFFERSON CITY, MO.



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LETTER OF TRANSMITTAL.

STATE OF MISSOURI

PUBLIC SERVICE COMMISSION.

Jefferson City, January 12, 1914.

To His Excellency, ELLIOTT W. MAJOR, Governor of Missouri.

Dear Sir: I have the honor to transmit herewith the First Annual Report of the Public Service Commission for the eight and one-half months ending December 31, 1913.

Very respectfully yours,

JOHN M. ATKINSON,
Chairman.



STATE OF MISSOURI.

**FIRST ANNUAL REPORT
OF THE
PUBLIC SERVICE COMMISSION.**

Jefferson City, Mo., January 12, 1914.

To His Excellency, ELLIOTT W. MAJOR, Governor of Missouri:

The First Annual Report of the Public Service Commission for the eight and one-half months, ending December 31, 1913, is herewith submitted.

Section 18 of the Public Service Commission Law provides as follows:

"The Commission shall make and submit to the Governor on or before the second Monday in January in each year a report containing a full and complete account of its transactions and proceedings for the preceding fiscal year, together with such other facts, suggestions and recommendations as it may deem of value to the people of the State, which report shall be laid before the next succeeding Legislature. . . . The Commission may also recommend the enactment of such legislation with respect to any matter within its jurisdiction as it deems wise or necessary in the public interest."

The Public Service Commission Law was passed by the Forty-Seventh General Assembly and became effective on April 15, 1913. This Commission took office and entered upon the discharge of the duties imposed upon it by law on said date.

The same General Assembly abolished the former Board of Railroad and Warehouse Commissioners of this State. All of the jurisdiction, supervision and records of said Board which extended to common carriers were transferred to the Public Service Commission by the provisions of the Public Service Commission Law.

At the same time the office of State Warehouse Commissioner was created, placing under its jurisdiction the inspection of all grain and hay in public buildings, elevators and warehouses as established and provided in said Act, which had theretofore been exercised and performed by said Board of Railroad and Warehouse Commissioners.

SCOPE OF REPORT.

The Commission, after a most careful investigation, study and consideration of the scope that should be covered by its Annual Reports, as required under the provisions of the Public Service Commission Law, has concluded that such reports should be as concise and brief as possible so as to give the public and the Legislature "a full and complete account of its transactions and proceedings for the preceding fiscal year, together with such other facts, suggestions and recommendations as it may deem of value to the people of the State." We found, on examination, that many of the reports issued by other State Commissions have grown to be so voluminous and cumbersome to be sent through the mail or handled by one in search of information as to destroy in a large measure their merit and usefulness for the purposes for which they were published.

The Commission is required by Section 19 of the Public Service Commission Law to publish all of its opinions, orders, and decisions in separate bound volumes from its Annual Reports, from time to time. The publication of such opinions, orders and decisions will hereafter be referred to and more fully explained in another part of this report.

All wreck investigations and reports thereon have been published by the Commission under circular numbers from time to time, following soon after such wrecks and investigations and at such a time when the public had a sufficient interest in the matter to read the same.

The "Rules of Practice and Procedure and Forms Governing Matters Before the Commission" were published immediately after their adoption and have been distributed very extensively throughout the State to both the Bar and laymen.

The Public Service Commission Law has been published and carefully indexed and given extensive distribution throughout the State.

As the Commission has progressed with its organization the various general orders, rules, regulations, uniform classification of accounts to be kept by the various public service corporations and utilities coming within the jurisdiction of the Commission, have been or will be published and furnished extensively. The Commission thinks that it would be but "padding" our annual reports to

again reprint any of these various documents as parts of this report.

In our Annual Reports we will discuss questions that we feel will be of interest not only to the public but to the various public service corporations and utilities under the jurisdiction of the Commission.

The publication of the various opinions, orders, circulars and documents which are published by the Commission are sent out from time to time, and we feel that by such a distribution much better results will be accomplished than to withhold the printing of same when issued to be embodied in the Annual Report to be thereafter issued.

Abstracts of the annual reports of the various corporations and utilities under the supervision of the Commission will be published annually by the Commission in separate reports properly classified and compiled.

JURISDICTION OF THE COMMISSION.

By the provisions of Section 43 of the Public Service Commission Law the Commission is given the general supervision of all railroads, street railroads, express companies, all kinds of car companies, steamboat companies operating upon the waters of this State and all other common carriers. The Commission is further authorized and required to examine the same and keep informed as to their general condition, their capitalization, their franchises and the manner in which their lines and property, owned, leased, controlled or operated, are managed, conducted and operated, not only with respect to the adequacy, security and consideration afforded by their services, but also with respect to their compliance with all the provisions of law, orders and decisions of the Commission and their charter requirements.

By the provisions of Section 68 of said Law the Commission is also given the general supervision of all gas corporations, electric corporations, water corporations and municipalities, as these terms are defined by the Public Service Commission Law. The service, rates and charges, as well as all such plants, are placed under the supervision and control of the Commission.

By the provisions of Section 87 of said Law all telegraph corporations and telephone corporations, as those terms are defined in the Public Service Commission Law, are placed under the supervi-

sion and jurisdiction of the Commission, as well as all rates and service charges made by such utilities.

By the provisions of Section 105a, all heating companies, as that term is defined in the Public Service Commission Law, are placed under the jurisdiction and supervision of the Commission as to service and rates.

The supervision of the issuance and approval of all stocks, bonds, notes and other evidence of indebtedness issued by such corporations and utilities are placed under the supervision and jurisdiction of the Commission.

Said Law further provides that the Commission shall issue certificates of public necessity and convenience to all of said public corporations and utilities, except municipalities, when constructing a new road, plant or facility, as defined in said Law.

By the same Law numerous other powers are given the Commission, and all the powers formerly given to the Board of Railroad and Warehouse Commissioners are also conferred upon it.

The Law places upon the Commission the duty to investigate upon complaint made to it, and, after formal hearing, to determine and fix the just and reasonable rates, fares and charges of all corporations and utilities subject to its jurisdiction and control.

At the close of the year, December 31, 1913, there were 877 corporations, municipalities and individuals engaged in serving the public in this State in some capacity that, by operation of the Public Service Commission Law, placed them under the supervision and jurisdiction of the Commission. The following is a classified list of the same:

Steam Railroad Corporations:

Operating	64	
Not operating, lessor.	35	99

Interurban and Street Railroad Corporations:

Operating	20	
Individual operating	1	21

Express Companies:

Operating on steam and street railroads.	6	6
--------------------------------------------------	---	---

Sleeping Car Company:

Operating on steam railroads.	1	1
---------------------------------------	---	---

Electrical Corporations and Municipalities:

Operating	149	
Not operating, or dormant.	5	
Municipal plant leased to private individual.	1	155

Gas Corporations and Municipalities:

Operating	24	
Dormant	1	25

Water Corporations and Municipalities:

Operating	68	68
---------------------	----	----

Heating Corporations Only:

Operating	2	2
---------------------	---	---

Combination Gas & Electric Corporations:

Operating	10	10
---------------------	----	----

Combination Electric and Water Corporations:

Operating	49	49
---------------------	----	----

Combination Water and Gas Corporations:

Operating	1	1
---------------------	---	---

Combination Electric and Heating Corporations:

Operating	6	6
---------------------	---	---

Combination Electric, Water and Gas Corporations and Municipalities:

Operating	3	3
---------------------	---	---

Combination Electric, Heating and Gas Corporations:

Operating	1	1
---------------------	---	---

Combination Electric, Heating, Gas and Water Corporations:

Operating	2	2
---------------------	---	---

Telephone Corporations:

Incorporated companies	246	
Owned by individuals (not incorporated)	55	
Firms or partnerships (not incorporated)	125	426

Telegraph Corporations:

Operating	2	2
---------------------	---	---

ORGANIZATION OF THE COMMISSION.

When the Commission came into existence one of its most important duties was the organization of the Commission into proper departments for the performance of its duties, as provided under the Public Service Commission Law. It is obvious that the work imposed upon the Commission and the purposes contemplated by the statute could only be attained by and through a thoroughly considered, systematic and well-organized and equipped Commission into the several departments, having regard to the different classes

of public utilities coming within the supervision and jurisdiction of the Commission.

A broad and comprehensive view, looking to future years of useful work by the Commission, must necessarily be kept in view in the building of the various departments of the organization of the Commission. The great variety of work involved requires scientific and technical knowledge, and the necessity that the Commission should be well and accurately served with the very ablest of experts in these matters made imperative the selection of assistants of skill, learning, practical experience and good judgment. With these qualifications of experts in view the Commission has carefully selected its officers and employees, after a most thorough and careful examination of the qualifications of each, and his experience obtained from actual operation in his special line of work and training. The organization of the Commission is thought to be sufficiently elastic to permit its natural and proper growth as the work of the Commission progresses and the scope of its undertakings broadens.

The plan of the Commission's organization and work, as finally adopted, was divided into eight departments, as follows:

- (1) General Office.
- (2) Legal.
- (3) Rate.
- (4) Engineering.
- (5) Statistics and Accounts.
- (6) Gas, Electric, Heat and Water.
- (7) Telephone and Telegraph.
- (8) Stock and Bonds.

The special organization and work of each department will hereafter be given somewhat in detail in this report.

This plan of organization is somewhat of a combination of the so-called "New York" and "Wisconsin" plans. Divisions in each department as thus organized have been or will be created as the work progresses. All departments are co-ordinated and the latest and best systems for doing the work with efficiency have been introduced and adopted. Engineers of one division of the Engineering Department co-operate with the engineers of another division in their work. Engineers and accountants co-operate, and so on with the various other departments and divisions.

GENERAL OFFICE.

Section 8 of the Public Service Commission Law provides for the appointment of a Secretary by the Commission. It further provides:

"Under the direction of the Commission the Secretary shall have general charge of its office, superintend its clerical business and perform such other duties as the Commission may prescribe."

The work of the Secretary since the Commission was organized has been very heavy and strenuous. A large amount of work connected with various miscellaneous duties is performed by the Secretary and the general office force, which consists of the following employees: one executive clerk (who also assists in reporting hearings and does stenographic work); one docket clerk; one stenographer; one official reporter, who has supervision of the publication of opinions, orders, decisions and other documents published by the Commission; one clerk; one file clerk; five official reporters, who report the hearings of the Commission and Commissioners and make the transcripts of the evidence for the Commission; and one janitor.

The Commission has only added employees as the work of development has progressed. Additional employees will have to be added from time to time as the organization of the Commission continues to grow and new fields of work are undertaken or the present fields of work broaden. We may say the duties imposed upon the employees of the Commission are broad, extensive and of the most exacting nature, being that largely of experts having both a technical and practical training. It is with great pleasure and satisfaction that the Commission reports that all its employees have proven diligent, careful, faithful, capable and painstaking, and willing to undertake extra work at all times with eagerness, cheerfulness, and even with much enthusiasm. The spirit of co-operation and mutual assistance rendered each other in any duties falling to their lot prevails among all the employees of the Commission, and it is to be greatly commended.

Filing System Installed: The work of the Commission, both in volume and variety of subjects, very soon grew to such proportions as made it imperative that there be installed an elaborate and up-to-date filing system of more than the ordinary classification of record papers. The system being installed is known as the decimal

system, having an outline of ten subjects, of which we are using eight, designated as follows: General Office; Steam Railroads; Street Railroads; Express Companies; Steamboat Companies; Gas, Electric, Heat and Water Companies; Telephone and Telegraph Companies; Baggage and Transfer Companies. Each of these general heads has for its indices integral numbers, numbers not fractional, and these in turn have ten general subdivisions. Each of the ten general subdivisions is further divided according to the subjects handled, their reference or index number indicating the general subject.

RULES OF COMMISSION.

As provided by Section 24 of the Public Service Commission Law the Commission soon after its organization adopted a set of "Rules of Practice and Procedure and Forms Governing Matters Before the Commission" to be observed in all formal proceedings before the Commission.

Said section further provides:

"And in all investigations, inquiries or hearings the Commission or a Commissioner shall not be bound by the technical rules of evidence."

These rules have thus far been found quite adequate and easy to be followed and have added much to the prompt and orderly dispatch of the great volume of formal complaints and applications brought before the Commission thus far.

These rules have been printed in pamphlet form of convenient size and are furnished gratuitously for the information of all who have business before the Commission.

SESSIONS OF COMMISSION.

Within the period of this report there have been 127 sessions of the Commission at its office in Jefferson City, held on 127 different days. In addition thereto there have been 93 hearings on complaints by one or more Commissioners held at various places in the State other than its office in Jefferson City, many of them requiring several days. It has been the policy of the Commission, as far as practicable, to hear the complaints at the place where they originated, in order that those who desire may attend without extra expense; also that witnesses may be given an opportunity to testify before the Commission without incurring the traveling expenses to a distant place of hearing. In fact, the Commission feels that it gets a better view and understanding of the controversy by having

the hearings held in the city or town where the complaint originates, and by going there and seeing the parties and learning the local conditions at first hand.

The Public Service Commission Law provides that a hearing may be held by one Commissioner or more if the Commission directs. This provision of our Law has been of great advantage to the Commission in expediting its business, which could not have been performed if the full Commission were required to attend each hearing. In cases of great importance, or those involving extreme legal or technical questions, one, two or three Commissioners may be assigned to conduct such hearings, and in some instances the full Commission hears such complaints. The Commissioners carefully endeavor to familiarize themselves with all of the evidence taken in hearing complaints, whether they heard the case or not. After the evidence is taken, the complainant and defendant are each permitted to file briefs and also to argue the case before the full Commission at its office in Jefferson City, if they so desire.

FORMAL COMPLAINTS AND APPLICATIONS.

For the eight and one-half months ending December 31, 1913, there were filed with the Commission 239 formal complaints and applications, of which 136 have been concluded and orders entered, and 103 are still pending. Of this 103 the evidence has been taken in a large number, and they are now either awaiting briefs and argument or have been submitted and Commissioners are at work on the preparation of opinions in same. In some valuations are being made and audits of books by the employees of the Commission, and on which the Commission has to wait by reason of the great volume of work being done by its limited office force.

INFORMAL COMPLAINTS.

In the same period there have been filed with the Commission 231 informal complaints, of which 172 have been adjusted by correspondence, leaving but 59 still pending, the greater number of which will doubtless be adjusted in due course of time. Those not satisfied may lead to the filing of formal complaints and formal hearings held thereon.

CONFERENCE RULINGS.

The Commission has caused to be published in circular form a compilation of their conclusions on various matters responding to

inquiries involving interpretations and constructions of law, designated as "Conference Rulings," and further publications will be made from time to time as the necessities require, that the public may not only have the Commission's views in the particular cases passed upon but also that the conclusions expressed may be regarded as precedents governing in matters of similar import.

LEGAL DEPARTMENT.

The office force of this Department so far consists of the General Counsel to the Commission and one stenographer.

The Public Service Commission Law abolished the office of the Board of Railroad and Warehouse Commissioners of this State, and provided that their duties and powers in regard to public utilities should be performed by the Public Service Commission.

The members of the Board of Railroad and Warehouse Commissioners had been made defendants in a number of suits in the United States Courts, which at the time of the passage of the Public Service Commission Law were, and are now pending. Among these suits are the cases commonly known as the Missouri Rate Cases.

In the Missouri Rate Cases, each of the following railroads, The St. Louis & San Francisco Railroad Company, The Atchison, Topeka & Santa Fe Railway Company, The St. Louis & Southwestern Railway Company, The Chicago, Rock Island & Pacific Railway Company, The St. Louis, Kansas City & Colorado Railroad Company, The Kansas City Southern Railway Company, The St. Louis & Hannibal Railway Company, The Missouri Pacific Railway Company, The St. Louis, Iron Mountain & Southern Railway Company, The Missouri, Kansas & Texas Railway Company, The Quincy, Omaha & Kansas City Railroad Company, The Chicago, Burlington & Quincy Railroad Company, The Wabash Railroad Company, The St. Joseph & Grand Island Railway Company, The Chicago & Alton Railroad Company, filed a bill in equity in the United States Circuit Court at Kansas City, Missouri, on the 16th day of June, 1905, asking an injunction against the Railroad and Warehouse Commissioners and the Attorney-General of this State and certain shippers to restrain the enforcement of the penalties and provisions of the Act of the Legislature of April 14, 1905, which was enacted as Section 1195a, and fixed a maximum freight rate for undressed stone, crushed rock, sand, etc., and the Act of said Legislature of April 15, 1905, repealing Section 1194, Revised Statutes 1899, and which was

known as Sections 1194, 1194a and 1194b of the Missouri statutes, and which fixed maximum freight rates on carload shipments of certain commodities as classified under the laws of this State, including grain, live stock, etc., which laws took effect on the 16th day of June, 1905. Temporary injunctions were granted against the enforcement of said statutes.

Laws of 1907: And while the cases were so pending, the Legislature of this State in 1907 enacted a law fixing maximum passenger fares on roads exceeding forty-five miles in length at two cents per mile—the Act of February 27, 1907, providing penalties for its violation (Sec. 3232, R. S. 1909). On March 19, 1907, the Legislature repealed the Acts of 1905 against which temporary injunctions had been granted and enacted in lieu thereof Sections 1194, 1194a, 1194b and 1194c (Secs. 3241-3242-3243, R. S. 1909), fixing maximum freight rates on carload shipments and providing penalties for violation thereof. On March 19, 1907, the Legislature enacted a law, known as Section 1195a (Sec. 3246, R. S. 1909), fixing maximum freight rates on carload shipments of apples and other fruits and berries, providing a penalty for violation thereof. The Laws of 1907 took effect on the 14th day of June, 1907. Before the laws enacted in 1907 became effective, the railroads by supplemental bill, filed in each of the original suits on the 11th day of June, 1907, procured temporary injunctions against the enforcement of each and all of the above mentioned laws enacted in 1907. On June 17, 1907, Judge McPherson ordered the injunction dissolved as to the two cent per mile maximum passenger fare. Upon the trial of the cases Judge McPherson made the injunctions permanent against the enforcement of the laws regulating freight charges and the two cent passenger fare as asked by the railroads upon the grounds that the laws were unreasonable and confiscatory and did not afford railroads any fair or reasonable return upon the value of their property; that to comply with said laws would take property of the railroads without due process of law. These decrees in favor of the railroads were entered about the 17th day of April, 1909.

Appeal to the Supreme Court: Thereupon, the cases were appealed by the defendants to the Supreme Court of the United States, which Court entered judgment on the 16th day of June, 1913, in the cases instituted by thirteen of the railroads, reversing the decree of the trial judge with directions to dismiss the bill for an injunction upon the ground that the testimony did not show that the

rates of freight and passenger fares as fixed by the laws were confiscatory or took the property of the roads without due process of law. As to five of the railroads, to-wit, The Chicago & Great Western, The St. Louis & Hannibal, The Kansas City, Clinton & Springfield, The St. Joseph & Grand Island and The Quincy, Omaha & Kansas City Companies, the judgment of the trial court was affirmed with the modification that the defendants should have leave to appear at any time and show that the rates and fares were not confiscatory as to said railroads.

The mandate of the Supreme Court in the Rate Cases was filed in the office of the Clerk of the United States District Court on July 18, 1913. The Public Service Commission has been substituted as defendant in said cases in lieu of and as successor to the former Railroad and Warehouse Commissioners, and has filed a motion in said Court for an entry of the decrees in accordance with the mandate, and has also filed motions in the thirteen cases in which the defendants prevailed on the appeal to tax costs in favor of the defendants and against the complainant railroads in the sum of \$30,000. These motions are now pending in the United States District Court at Kansas City.

There is also pending in the United States District Court at Kansas City a number of other injunction suits against the former Railroad and Warehouse Commissioners, seeking to restrain various orders made by said Railroad and Warehouse Commissioners. The Public Service Commission as successor to the former Railroad and Warehouse Commissioners has undertaken to carry on the defense of these suits.

On the 10th day of March, 1913, the Board of Railroad and Warehouse Commissioners made an order requiring The Chicago, Burlington & Quincy Railroad Company to run and operate each way daily a passenger train in addition to the trains theretofore in operation on the Tarkio Valley Branch of said road between Corning and Westboro, near the Iowa-Missouri state line; and that said additional service should consist of a passenger train leaving Corning in the morning at such time as to make connection with said Company's train No. 7, due to arrive at Corning at nine o'clock a. m., and continue on and over said Tarkio Branch to Westboro, and returning in the afternoon at such hour as to make connection with main line trains at Corning in such manner as to give the people reasonable accommodation—said trains to consist of engine and

necessary equipment, including express, baggage and passenger cars.

The Chicago, Burlington & Quincy Railroad Company on April 5, thereafter, filed a bill in the United States District Court at Kansas City for an injunction against the Board of Railroad and Warehouse Commissioners and other defendants to restrain the enforcement of said order. The application for the temporary injunction was set for hearing on the 18th day of April, and on that day the complainant filed a supplemental bill making the Public Service Commission a party defendant, and also entered a stipulation, agreeing that the train required in said order should be put on its road and run for a period of six months and the cause was continued.

The said train is now being operated as required by the order of the Railroad and Warehouse Commissioners, and the case is now pending in the United States District Court at Kansas City.

In November, 1907, the former Board of Railroad and Warehouse Commissioners undertook to fix express rates which were to go into effect on January 15, 1908, and which rates were a substantial reduction of the rates then in force.

The express companies filed suits in the United States District Court at Kansas City to restrain the enforcement of the proposed new rates and a temporary injunction was issued in behalf of the following express companies, and against the Railroad and Warehouse Commissioners and others: United States Express Company, Pacific Express Company, Adams Express Company, American Express Company, Wells, Fargo & Company, and the Southern Express Company. These cases were referred to a Master for the taking of testimony and the testimony has been taken and the Master has filed his report and the cases are now pending in the United States District Court at Kansas City.

The following express companies have instituted suits by injunction to restrain orders of the Board of Railroad and Warehouse Commissioners prescribing free delivery limits in various cities and towns in this State: Wells, Fargo & Company, American Express Company, Adams Express Company, and United States Express Company. These cases are pending in the United States District Court at Kansas City.

There are also pending in the United States District Court at Kansas City injunction suits to restrain the enforcement of orders requiring certain train service by the Board of Railroad and Ware-

house Commissioners—said suits were instituted by The Chicago, Burlington & Quincy Railroad Company (two cases).

On August 28, 1911, the Board of Railroad and Warehouse Commissioners made an order fixing intrastate maximum rates on straight and mixed carloads of certain iron and steel commodities. This order was thereafter enjoined in the United States District Court at Kansas City by certain railroads and is still pending in that court.

RATE DEPARTMENT.

Organization: The Rate Department supervises railroad, freight and passenger rates, express rates and pullman rates. At the present time the force consists of a Chief Rate Expert, one rate clerk and one stenographer.

This Department has in a way been in effect for many years under the former Board of Railroad and Warehouse Commissioners, but due to the limited jurisdiction of said Board and the lack of proper laws, the Department had never been properly organized, as it was unable to secure necessary tariffs and other documents to enable it to properly perform its work. The present laws give the Commission full authority and this Department can now be maintained at the highest standard, and will show results satisfactory to the shipping and transportation interests of the State.

Tariffs: This Department maintains a complete file of freight tariffs naming the rates between all points in the State of Missouri, to all points in the State of Missouri from points in other States and from all points in the State of Missouri to points in other States. This Department likewise carefully supervises all tariffs that are filed, and, when said tariffs contain advances or reductions in rates, information is promptly given the shipping interests of the State of such changes and advance rates, and due information relative to same is promptly furnished to the Commission for action relative to suspensions.

Meetings: This Department will be represented at all important traffic meetings where classifications are considered, and will at stated intervals meet with the rate departments of other States for a general interchange of information. Rate conditions constantly change and the factors entering into the making of a rate at this time will be so changed in the course of six to nine months that constant supervision is necessary for a rate department to keep posted upon the material factors entering into rate construction.

The employees of this Department are experienced men in rate work, of the highest standing, but it is necessary for them to keep posted on the changing conditions in the surrounding states as well as in Missouri in order to render to the people of Missouri and the Commission proper services.

Information for the Commission: This Department will check all exhibits relative to rate matters that are filed with the Commission, and will furnish to the Commission all pertinent rate information relative to cases pending before the Commission.

Work Performed: This Department was organized under the new Law on the 21st day of July, 1913, and its first work was the preparation of an order designating the form in which tariffs should be compiled and filed with the Commission. This was first issued in tentative form, and after conference between the Commission and representatives of the freight and passenger departments, General Order No. 2 was issued as Circular No. 4 on the 10th day of September, 1913.

This circular follows closely the rules laid down by the Interstate Commerce Commission so far as the formation of tariffs are concerned. The number of tariffs issued for state traffic is small as compared to the number of interstate tariffs, hence it is advisable that the general form of the state tariffs shall follow that of the interstate issues.

Circular No. 4 requires the filing by all railroads of powers of attorney and concurrences, authorizing the issuing of tariffs by agents and by other carriers. The circular does not require that these concurrences or powers of attorney be printed in the tariff as does the Interstate Commerce Commission circular as it is not considered necessary, as the information is valuable only to the Commission and as the Commission holds the issuing line responsible for tariffs issued by it applicable to, from or via connecting lines.

Circular No. 4 requires that all advances or reductions shall bear a uniform designating symbol and that the symbol shall be explained on each page of said tariff or circular upon which it appears, and it requires that at the time of filing said tariffs a statement shall accompany said tariffs showing the reasons for such advances or reductions, thus enabling this Department to furnish to the Commission without loss of time a statement relative to such advances and reductions, so that the Commission may pass upon the question of suspension.

Both the State and Interstate laws contemplate that tariffs shall be filed at stations at least thirty days prior to their effectiveness. The federal courts have held that the fact that such tariffs were not filed at stations thirty days in advance of effectiveness, but were filed with the Interstate Commerce Commission, would not void the issue; and, as the most important feature of the filing of tariffs is to enable the shipping public to know the rates, this decision has caused great hardship to be worked upon the shipping public. The Missouri law follows closely the wording of the Interstate law, and it was shown conclusively at the conference on Circular No. 4 that the supply of tariffs was often not printed in time to give twenty days' notice at stations; hence it would but follow that the thirty day clause could not be complied with.

Circular No. 4 cures this defect by requiring that copies to be filed with agents of the carriers shall be first distributed, and the copies to be filed with the Commission shall then be forwarded with a statement from the issuing officer to the effect that the full supply to be filed with agents has been forwarded. It is believed that this will cause tariffs to be filed at stations the full thirty days before effectiveness.

Section 31 of the Public Service Commission Law authorizes the Commission for good cause to permit the carriers to make rates effective on less than statutory notice. This has never been done in the case of an advanced rate, and is only done in the case of reduced rates where such reduction cannot work discrimination between shippers. Since July 21st, this Department has issued ninety-two authorities permitting tariffs to be filed on less than statutory notice.

Section 48 of the Public Service Commission Law authorizes the Commission to suspend any advance rate that may be filed pending a hearing. This power has been exercised by the Commission a number of times since July 31st.

In the first case the railroads attempted to levy a so-called "team track storage charge;" that is, that on cars set upon public team tracks for unloading, in addition to regular demurrage charges, extra charges would be assessed, after forty-eight hours, of \$1.00 for the first twenty-four hours, \$2.00 for the second twenty-four hours, etc.

In the second case the carriers attempted to withdraw from sale excess baggage books and to prohibit the using of said books which had been sold prior to the date of the cancellation. These

books are sold in denominations of \$12.50, \$20.00 and \$25.00 at a rebate, and the coupons are good for use any time within one year. These tariffs were suspended.

In the third case, the Frisco Railroad attempted to advance the rate on cord-wood to the statutory rate contained in Section 3241, R. S. 1909, but, it appearing to the Commission that contracts had been made upon the old basis and that the advance was unjust on its face, said tariff was suspended.

The last time the suspension has been invoked covers the case of agricultural implements. Section 3241, R. S. 1909, names a rate upon agricultural implements, furniture and wagons. The carriers published these commodity rates as outlined in the statute in July, but during the month of November, effective between December 20th and January 1st, respectively, the carriers have issued supplements to their tariffs providing that the rates upon agricultural implements should only apply upon shipments specified in Western Classification as agricultural implements taking Class A rates. This would eliminate from the agricultural implement rate, rakes, hoes, scythes, corn huskers, hand planters and, in fact, all agricultural implements that are commonly known as hand implements and leave in said classification only what is known as power agricultural implements.

Inspection: A representative of this Department has inspected the terminal facilities at St. Louis, Kansas City and St. Joseph, in order to be able to promptly furnish the Commission with information relative to any question of switching that may arise at these points.

Form of Tariff Files: A complete tariff scheme has been worked out in this Department. Tariffs are filed in vertical cases, size nine inches wide, twelve inches high by twenty-six inches long.

As more interstate than state tariffs are filed in the office of the Commission, it was necessary to install a system other than the use of the P. S. C. Mo. Nos. that appear upon all tariffs, and for proper working purposes it was necessary to file both state and interstate tariffs together. Two sets of tariffs are maintained. First a continuous P. S. C. Mo. tariff, which is maintained only for record purposes, the tariffs being filed in numerical order of P. S. C.'s of each road, and that file is at no time disturbed except for court or similar purposes.

A commodity tariff index is maintained with filing numbers assigned to each commodity. This register is a flat-opening ledger,

size eleven inches by eighteen inches and containing space for one hundred tariffs to a page. At the extreme left margin is the permanent file number by which each tariff is known in the office. Then follows a specific commodity description and a description of the application of the tariff as to purpose.

The balance of the page is divided into ruled lines, one for each important carrier in the State and three for the smaller carriers, and tariff numbers are shown under the respective lines headed. Thus, if it is desired to find a grain tariff, the book is opened at the general commodity "grain," and only that line containing the numbers of the road of the tariff that is desired is looked to; hence under the system it is possible to find any tariff by description in a moment's time. After being entered in this register the tariffs go to a supplement register where each supplement is registered as to the date of its receipt, the date of its effectiveness, etc.

A third file book is kept, known as a quick reference index. Each page is divided into ten parts, which are again equally subdivided and each road has one page assigned to it. All the tariffs of the given road ending in zero appear in the first column, with the Commission's file number appearing in the sub-division thereof; hence when a tariff is known by the railroad number it can be located at a glance. After being properly registered and supplement record taken, the tariff is put into the case in a standing position, sub-divided ten tariffs to a section, and at the time the new tariff or supplement is put in, the old tariff or supplement is worked into an adjoining case; hence a complete file for four years can be maintained in a very small space and all of said tariffs can be easily found at any time.

Informal Complaints: Since July 21st this Department has handled in excess of eight hundred complaints, approximately ninety-eight per cent. of same being disposed of informally. These complaints have embraced overcharges, loss and damage claims, train service, road crossings and condition of fences. The number of overcharge claims has been exceedingly high, as it has been found that more than seven of every ten expense bills that have been examined have been in error. This indicates the necessity for more careful checking of railroad accounts.

This Department found, as an example, that the Pullman Company was collecting from Jefferson City to Kansas City fifty cents in excess of the legal rate and had been collecting same for

many months. Had the auditing department of the Pullman Company made a careful check, this error would have been caught the first month and stopped. All concerned now understand the rates, and the error will not be found in the future.

This Department has checked all the current expense bills that have been referred to it so far, but this work cannot continue without a heavy increase in force. The checking of these expense bills is a very material factor, not only from the standpoint of the refunding of an overcharge in one instance, but the stopping of said overcharge in other instances.

It has been found that an error of a few cents on a single expense bill was a general error and had been continued for many months by the agent through error, and but for the action of the Commission in detecting same and having it called to his attention by his general official it would have continued for many months to come; hence, while the actual refund may be but twenty-five cents to fifty cents, or often but three cents, the volume of such overcharge in the course of a year runs up into large sums.

A complaint was filed with the Commission by a shipper from St. Louis on an overcharge on a shipment of ties. On inspection the Commission found that it was the impression of the railroad company that it was properly charging the rate in accordance with its published tariffs, and that the agent was acting under instructions of the company. The practice was in vogue at all points on the company's line, and said overcharges were amounting to from twelve to forty per cent. of the rates applicable.

Interstate Rates: This Department has not yet been able to make a thorough examination of the interstate rates, but from the inspection so far made it has developed that discrimination in interstate rates is quite common in this State.

One instance came to the attention of the Rate Department where the rate from Chicago on a shipment of fence wire in carloads was thirteen cents to a given point about three hundred miles from Chicago, while to a point fifteen miles south thereof the rate was twenty-two and one-half cents, or an advance of over eighty per cent. for an additional haul of fifteen miles. This was called to the attention of the president of the railroad and a promise of adjustment was promptly made.

Many through rates are in effect to Missouri from interstate points in so-called central freight association territory, but very few, if any, rates from so-called trunk line territory; and the

rates were made upon a combination of locals over the Mississippi River, thus destroying the theory of rate-making that the additional rates shall decrease as the mileage increases. Much work should be done upon this question in the next two years.

Missouri Two Cent Passenger Law: The following railroads in Missouri are now applying rates of two cents per mile for the transportation of passengers wholly between points within the State of Missouri where no interstate journey is performed: Atchison, Topeka & Santa Fe, Chicago & Alton, Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul, Chicago, Rock Island & Pacific, Kansas City, Clinton & Springfield, Kansas City Southern, Mississippi River & Bonne Terre, Missouri, Kansas & Texas, Missouri Pacific, Missouri Southern, Quincy, Omaha & Kansas City, St. Louis, Iron Mountain & Southern, St. Louis & San Francisco, St. Louis Southern, Kansas City, Clay County & St. Joseph, and Wabash.

The Commission, at its conference on July 1, 1913, succeeded in getting the carriers to put the two cent rate and the maximum freight rate acts into effect in Missouri without waiting for the District Court to enter its decree dismissing the injunction, and but for this action of the Commission the two cent rate and the maximum freight rate acts would not yet be in effect in Missouri, as the Federal Court has not dismissed the injunction granted in this case.

At first the railroads were charging three cents per mile on trains and two cents per mile where tickets were purchased. This practice was disapproved by the Commission and the rate of two cents per mile now applies in Missouri.

Section 3234 R. S. 1909, provides that twelve and one-half per cent. of the current passenger charge shall be assessed as the rate per one hundred pounds on baggage in excess of one hundred and fifty pounds.

It was the contention of the carriers that this was twelve and one-half per cent. of the three cent fare, but after conference with the Commission and the issuance of a conference ruling by the Commission the carriers reduced their charges to twelve and one-half per cent. of the two cent fare, and this is now applicable in the State of Missouri.

Interstate Fares: Much inconvenience and trouble has been experienced by the traveling public of Missouri on account of the carriers' failing to use the two cent passenger fare in the State of

Missouri as a basis for interstate rates. The fare in Illinois, Iowa, Kansas, Oklahoma and Arkansas is two cents per mile, the same as applicable in Missouri, but on a journey from a point in Missouri to a point in Oklahoma the carriers will charge for a through ticket a rate based on two and one-half cents or three cents, depending upon their practices, per mile for that portion of the travel in Missouri, two cents per mile in Kansas and three cents per mile in Oklahoma. By buying tickets to State line points, passengers can prevent this unjust charge.

This matter was formally presented to the Interstate Commerce Commission some time ago, and the matter is pending at this time before that Commission.

Express Rates: Effective May 1st, 1905, the Board of Railroad and Warehouse Commissioners issued "Maximum Express Rates for Missouri." These rates were observed by the express companies and tariffs printed accordingly, and remained in effect until January 15th, 1908, when the Board of Railroad and Warehouse Commissioners issued a new order to replace and set aside the one of May 1st, 1905.

This last order was enjoined by the express companies and the old rates continued in full force and effect, and this injunction is now pending in the courts, leaving the old rates in effect.

Effective February 1st, 1914, a new set of express rates will become effective on interstate traffic, and in order to avoid confusion as between state and interstate rates a conference was called by the National Association of Railroad Commissioners to meet in Chicago on December 11th to arrange some basis for the adoption of the interstate scheme on state application.

This Department was represented at that meeting and full discussion of the subject was had, and a sub-committee of ten, consisting of two representatives of each zone, was appointed to work out a basis for the use of the interstate scheme on state shipments. This Department is represented on the sub-committee, its representative being Secretary thereof.

The interstate scheme divides the United States into blocks bounded by one degree of latitude and one degree of longitude. The United States is again divided into five zones known as traffic density zones. The first zone includes all territory east of the Mississippi River and north of a line approximately the Mason and Dixon line. The second zone is that territory east of the Mis-

Mississippi River and south of the above described line. Zone three is west of the Mississippi River to and including the 105th parallel; the fourth zone is west of the 105th parallel to the Pacific Coast states; and the Pacific Coast states constitute the fifth zone.

It will thus be seen that, on account of the peculiar formation of these zone lines taking in blocks, Missouri is in zones one, two and three, and as each of these zones take a different base rate on account of the average density of traffic therein, it causes a very peculiar condition in Missouri.

After the conference at Chicago this Department has devoted considerable time to working up data showing the effect of these rates on Missouri traffic, and it is found that the new basis, if adopted in Missouri, will cause material reduction on packages weighing less than 50 pounds, about an even break between 50 and 80 pounds, and advances on packages weighing from 80 pounds up.

To show the effect of this basis, the rate is figured from St. Louis to every town served by the United States Express Company in Missouri, and a theory was used that 21 packages would be shipped from St. Louis to each of these towns weighing 1 pound to 20 pounds respectively and 100 pounds. The investigations in the past have indicated that about 70% of all packages shipped will weigh 20 pounds and less, hence this basis was used. Under the present rates existing in Missouri, 20 packages weighing 1 pound to 20 pounds respectively from St. Louis to each of the towns on the United States Express Company doing business of \$100.00 per month or more, would net the Express Company \$520.40; while under the new basis it would net the Express Company \$351.26, or a reduction of \$169.14—approximately 30%. On 20 packages weighing 100 pounds each the charges would increase from \$63.45 to \$69.10, amounting to \$5.65, or approximately 8%. If 70% of the shipments weigh less than 20 pounds, and only 6% of the shipments weigh 100 pounds or more, it naturally follows that this basis applied to Missouri will result in a considerable saving.

The same basis was used for the Adams Express Company, and on 1 to 20 pounds the revenue decreases from \$453.20 to \$284.77. Adams Express from Kansas City reduces from \$355.40 to \$240.69. The American Express from St. Louis reduces from \$233.20 to \$164.07, and the American Express Company from Kansas City reduces from \$239.15 to \$150.90.

It is evident that the average package is small as indicated by the revenue secured at the different offices divided by the total number of packages. As an example, the town of Barnhart handled 1829 packages with a total receipt of \$243.36. The town of Crescent handled 1183 packages with total receipt of \$213.75. The total number of packages handled at the stations of the United States Express Company in excess of \$100.00 worth of business during the month of March, 1913, was 38,953 and the total amount of revenue received was \$14,031.68, thus showing an average charge of approximately 39¢ per package. The average revenue is 60¢ for 100 pounds, and the above figures include all general specials, merchandise and all valued commodities such as money, etc. General specials as a rule carry a minimum charge of 35¢ and it is seldom that the weight does not go in excess of these figures; hence, from the above, it would appear that the average merchandise shipment carries a revenue of approximately 30 to 32 cents. This would mean in Missouri a weight not in excess of 16 pounds.

The interstate scheme divides each block into sub-blocks, which are used only for adjacent blocks. In zone three the minimum charge under the interstate scale is 70¢ per 100 pounds, and as the next rate advances 25¢, the Commission sub-divides into blocks so that the advance may be more prolonged for short distances. Under the revised scale as submitted by the Sub-committee of the National Association to the various states for their examination, the minimum charge in zone three is 55¢ working up to \$1.15 at the extreme sub-block in the adjacent blocks diagonally north-east, north-west, south-east and south-west, thence using the interstate scheme for blocks to blocks.

This scheme is to some extent based like the parcel post, the main difference being that the parcel post advances by circles while the interstate rates advance by blocks or squares, and this naturally results in a lower rate via parcel post than via express, as the Commission does not permit the cutting of blocks diagonally but requires that blocks be cut at right angles. Under the parcel post scheme, using Kansas City as a center, this being block 1031, a circle that would intersect Moberly in block 1033 would intersect Boonville in block 1133 and both would be in the same rate zone center; but under the interstate scale Boonville would take a higher rate than Moberly, although Boonville's actual railroad distance from Kansas City is less than Moberly's, but Moberly would

be in the third block, that is 1031, 1032, 1033 and it would then be necessary to turn at a right angle and cut 1034 to secure Boonville.

There are numerous objections to this scheme and when it becomes effective many complaints will be made until the public is familiar with the scheme. For example, the rate will be the same from St. Louis to Nelson on the river route of the Missouri Pacific as it is to Osceola in St. Clair county, but the actual railroad haul will be approximately eighty-seven miles further to Osceola than to Nelson.

In order that some figures may be made by the public on these express rates before they become effective the Commission made public the following data:

When 10 pounds is spoken of it means 10 packages weighing 1 to 10 pounds respectively and the charge totaled on same; and when 20 pounds is used it means 20 packages weighing from 1 to 20 pounds respectively, etc., with the charges totaled thereon.

Under the present 75¢ per hundred rate and the proposed \$1.25 per hundred rate, some figures are shown which will give an indication of the reduction in small packages and the advance on large packages. This means that where the rate today is 75¢ under the present graduate, if it were raised to \$1.25 under the new graduate, the charges would be as shown:

Lbs.	Present \$.75	Proposed \$1.25
10	\$3.40	\$2.56
20	7.40	6.21
30	12.15	10.86
50	23.40	23.36
75	41.40	44.91
100	60.15	73.01

Thus it will be seen that no advances will occur up to 50 pounds, and only a slight advance up to 75 pounds; while an advance of 66 $\frac{2}{3}$ % actually occurs on a 100 pound package. There will be no place in the State where the rate will be raised from 75¢ to \$1.25. There will be a few rates raised from 30¢ to 55¢ and all rates below 55¢ will be raised to that figure.

A general discussion of these rates will take place at Chicago by the representative states in zones one and three, on January 5th and 6th. An employee of this Department will represent the Commission at that time, and it is hoped that a basis for state application can be reached soon thereafter.

Existing Freight Rates: Freight rates in Missouri today are of three classes.

First, rates promulgated by virtue of legislative enactment.

Second, rates promulgated by virtue of decisions of the Board of Railroad and Warehouse Commissioners and the Public Service Commission of Missouri.

Third, voluntary rates of the carriers.

In discussing freight rates, all rules, regulations and requirements which govern the movement of freight tariffs will be considered as "freight rates."

Statutory Rates: Various sections of the Revised Statutes of Missouri, 1909, cover questions relative to the transportation of freight. These statutes have been enacted from time to time by the Legislature and may be readily found by an examination of the statutes.

Commission-Made Rates: The second class of rates are those named by the former Board of Railroad and Warehouse Commissioners, and are known as "Maximum Freight Schedule No. 1," with Supplements 1, 2, 4, 5, 7, 9 and 10. These cover rates on classes as governed by the approved western classification, also upon the following commodities: grain other than wheat and corn, salt, hard and soft coal, mill logs, petroleum oil and its products, blasting powder for movement of less than thirty-five miles, and bar iron from St. Louis to Springfield.

Voluntary Rates: These are rates that have been put in by the railroads at various times, and are in every instance lower than the statutory or Commission rates.

Recent Rate Litigation: The two cent fare law, together with Sections 3240 and 3241, R. S. 1909, which named rates on live stock, all grain in carload, flour, lime, salt, cement, etc., lumber, laths and shingles, agricultural implements, furniture, wagons, brick, sandstone, railroad ties, cord-wood, etc., were enjoined by the railroads in the United States Courts. These cases were tried before a Master and the Court, and upon the injunctions being made permanent, appeal was taken to the Supreme Court of the United States. That Court decided that the injunctions were wrongfully issued, and on July 2nd, 1913, the railroads in Missouri subject to said two cent fare notified their agents to sell tickets at said legal rate of two cents per mile, and on the 12th day of July, 1913, made effective tariffs carrying out the provisions of Sections 3240 and 3241, R. S. 1909, relative to freight rates.

ENGINEERING DEPARTMENT.

This Department consists of a Chief Engineer, four assistant engineers and one stenographer. The duties of the Engineering Department consist of:

1. Appraisal of property of steam railroads, electric railroads, express companies, electric utilities, water utilities, gas utilities, telephone utilities, telegraph companies and heating utilities for use as a basis for rate-making, or for accounting and capitalization. The appraisal may also serve as a basis for taxation.

2. Investigation of accidents on steam and electric railways resulting in injury or death.

3. Protection, alteration and elimination of grade crossings.

4. Investigation of safety and adequacy of service rendered by steam and electric railways.

5. Investigation of sanitary condition and adequacy of depots.

6. Investigation of adequacy of service rendered by any public service utility.

7. Investigation to determine necessity and safety of switch track and side track connections.

Appraisal of Properties of Public Utilities: As previously stated, appraisals of public utility property are made for use as a basis for rate-making, capitalization, taxation or accounting.

The courts hold that the investor is entitled to a reasonable return on a fair value of the property used and useful in rendering service to the public.

The fair value of property used to serve the public is generally based upon an appraisal of the property.

Until recently public utilities were permitted to issue an unlimited amount of securities for any reason that served their own interests. The result has been over-capitalization, resulting in loss to investors, discredit to the properties, poor service and high rates to the consumer.

Since the utility is entitled to a reasonable return on a fair value of its property, capitalization should not exceed fair value of the property, so that fair return on the property will bear the proper relation to the return on capitalization.

Almost all Commissions authorized to pass on and approve stock and bond issues by the utilities under their control order appraisals in order to determine the proper capitalization.

It often becomes necessary to appraise property for use as a

basis for opening accounts. As a matter of fact, no system of accounts is of any great value until after an appraisal has been made and the book plant account properly adjusted.

To expedite the appraisal work, forms have been designed for the classification and assembling of the inventory items. These forms bring about a saving of time, a systematic arrangement of the work, and a minimum of omissions. Forms have been adopted for use in the valuation of steam and electric railway property and for electric utility property. Other forms will be designed when conditions demand the use of same.

An appraisal of the property of the Kirksville Light, Power and Ice Company has been completed. Preparations are being made for the appraisal of the properties of four steam railroads, one electric railway, two electric utilities, and two telephone utilities.

Investigation of Accidents on Steam and Electric Railways: Steam and electric railways are required to wire immediate reports of accidents.

These messages are followed by detailed report of accident on Form 4. At the end of each month a summary of all accidents that occurred during that month is filed with the Commission on Form 5.

A careful investigation is made of all wrecks and accidents resulting in serious injury or death. The purpose of these investigations is to determine the cause and to apply corrective measures rather than to fix the blame.

Protection, Alteration and Elimination of Grade Crossings: The protection and elimination of grade crossings is a matter in which the public and the railroads are both vitally interested.

The most reasonable method of improving a grade crossing can only be determined from a study of the physical conditions surrounding the crossing, the amount and character of the traffic on the highway and on the railway, and the financial condition of the town, village or city and the railroad company.

The most common methods of protecting traffic at highway crossings are:

1. By an electric bell, with or without a light for night indication.
2. By flagman.
3. By gates.
4. By change of location.
5. By elimination.

Crossing elimination has been delayed in many instances by the failure of the cities and the railroad companies to agree upon the general plan for the elimination and upon the apportionment of cost.

The apportionment of cost is the great question in grade crossing elimination work. The Public Service Commission Law gives the Public Service Commission of Missouri the exclusive power to determine and prescribe the terms on which such separation shall be made and the proportion in which the expense of alteration or abolition of such crossings or the separation of such grades shall be divided between the railroad or street railroad corporations affected, or between such corporations and the State, county, municipality or other public authority in interest.

As a result of investigations by the Commission's Engineering Staff, the railroads have agreed to protect 22 crossings in St. Joseph, 27 crossings in St. Louis, and 12 crossings scattered throughout the State. Studies are now being made for the elimination of 18 grade crossings in St. Louis, one in Kansas City and several in St. Joseph.

Investigation of Safety and Adequacy of Service Rendered by Steam and Electric Railways: Sections 43 and 45 of the Public Service Commission Law provide for the general supervision of the adequacy, security and accommodation of service offered by the common carriers.

Security of service is a matter that requires constant investigation. The annual loss of life in the United States as a result of railroad wrecks is enormous. A great many of these wrecks have been caused by attempting to operate tracks beyond their capacity, by lack of proper block-signal systems, failure of employees to observe signals on flag trains, failure of the management to keep roadbed in good maintenance, and sometimes by the failure of the management to enforce operating rules.

The Interstate Commerce Commission's accident bulletin for the quarter ending June 30, 1913, shows that, as compared with returns of the corresponding quarter of 1912, there was a total increase of 140 in the number of persons killed, and 8,283 in the number injured in railroad accidents of all kinds in the United States. There was an increase of 124 in the number of train accidents.

Defective roadway and defective equipment together caused more than 39 per cent. of all derailments reported.

The total number of casualties in all classes of accidents, inci-

dent to railroad operation during the quarter, was 2,535 killed and 49,011 injured.

The total number of collisions and derailments reported for the quarter was 3,596, of which 148 collisions and 202 derailments affected passenger trains. The financial damage caused by the accidents was \$3,234,289.

The above results are sufficient proof of the necessity of investigation of the security of service rendered. The railroads realize that something must be done to prevent accidents, and they have organized safety committees, made up of a member from each department on each division. The division superintendent is usually appointed chairman.

Inspection of Railroads: A rigid inspection will be made of roadbed, signal systems and operating methods of all railroads in the State.

Loose operating methods, failure to flag trains and to make full stops at unprotected railway crossings are conditions that will not be tolerated.

The annual inspection of the steam and electric railroads of Missouri is made for the purpose of determining whether the general condition of the same is such as to give safe and adequate service to the traveling public.

Section 43 of the Public Service Commission Law provides, in part, as follows:

"The Commission shall have power, either through its members, or responsible engineers or inspectors duly authorized by it, to enter in and upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of any of such corporations or persons, including the right for such inspection purpose to ride upon any freight locomotive or train or any passenger locomotive or train while in service; and to have upon reasonable notice the use of an * * * inspection car for a physical inspection once annually of all the lines and stations of each common carrier under its supervision."

Acting in accordance with the provisions of said section, the Commission arranged inspection schedules, showing the proposed dates of inspection and location and amount of track to be inspected each day. These schedules, together with a request for the use of a special inspection car or locomotive, were submitted to the respective railroads.

These inspections were made by one of the members of this Commission, accompanied by an engineer of the Commission and engineers and operating officials of the railroads. One of the greatest advantages of the annual inspection of railroads is that the Commission and the operating officials and engineers of the railroads

are brought together and can discuss and agree upon corrective measures for necessary improvements.

The method of making these inspections was to have an inspection car pushed in front of the engine at an average speed of about 20 miles an hour, the inspection being made from the observation platform of the car. In cases where complaints had been made to the Commission of the condition of the track, or where it appeared to require closer inspection, the train was stopped and the inspection made on foot. In connection with these inspections a circular letter was prepared by the Commission and sent out to all railroad companies operating in the State. This circular, comprising in all 23 questions, called upon the railroads to furnish a concise statement of the physical condition of their tracks, giving, for example, the weight and type of rail and the date laid, the number of cross-ties per mile, the class of ballast and the amount used, etc. The physical condition of the bridges is also brought out, together with the date built, the loading originally designed for in comparison with the load now in service. The companies are also required to show their facilities for conducting their business in an efficient manner. Having this information beforehand, the Commission is able to make a much more thorough and intelligent inspection, as they gain a general idea of the condition of each company's property and know what conditions require their particular attention. If, for example, a road reports that on a certain section it has 20 miles of 60-pound rail laid in 1886, this piece of track will receive particular attention on the inspection; or, if another company shows that it has a bridge carrying loads heavier than originally designed for, the physical condition of this bridge will be examined when making the inspection and if it then appears necessary the Engineering Department of the Commission is called upon to make a complete investigation and report. The Engineering Department now has several bridges upon which to make a report to the Commission.

The right-of-way was carefully inspected for the purpose of ascertaining whether the railroad laws of the State were being complied with in regard to the fencing of the company's property, ditches and drains, cleaning and burning of all dead or dry vegetation; and if such laws were not being observed, a letter was addressed to the company's officials calling attention to such cases and requesting that the law be complied with within a reasonable time. All highway grade crossings were inspected for the purpose of as-

certaining their safety and also as to whether the State law was being complied with as regards crossing planks. In cases where the crossing was considered dangerous, photographs were taken for future reference, and the question of protection discussed with the officials of the road. In some cases protection in the shape of electric alarm bells was agreed upon on the ground, and where this was not possible a report on the condition of the crossing was made to the railroad company with recommendation for protection.

Should the company not consider such protection necessary, the Commission will set a date for a hearing and fully investigate the conditions before making an order. In many cases it was found that the safety of the crossing could be considerably improved by removing high ground or cutting down trees obstructing the view of approaching trains.

The Commission requires all railroad companies to make full and complete accident reports, and where accidents have occurred on grade crossings, such crossings were thoroughly inspected, and it was seen that, where a crossing was not protected by interlocking plant, stop boards were in proper position requiring all trains approaching the crossing to come to a dead stop as required by the railroad laws of the State. If this method of protection did not appear adequate, the question of ordering an interlocking plant was fully investigated.

In addition to the inspection of track and right-of-way, stops were made at all depots, which were thoroughly inspected as to the facilities and accommodations afforded the general public, and also for the purpose of ascertaining if the railroad laws of the State were being complied with.

Owing to the fact that the Commission has only been in existence since April and the work of organizing the nucleus of the Engineering Department was not completed until September, the work of inspection could not be started until late in the Fall and it was found impossible on account of weather conditions to make an inspection of all the mileage in the State, which amounts to 11,279. (This does not include electric systems.) Of this mileage, the following was inspected:

	Miles.
Atchison, Topeka & Santa Fe.....	202
Chicago & Alton.....	213
Chicago, Burlington & Quincy.....	441
Missouri, Kansas & Texas.....	329
Missouri Pacific	434
St. Louis & Iron Mountain.....	338

St. Louis & San Francisco.....	980
Wabash	277
Chicago, Rock Island & Pacific.....	298
St. Joseph, Kansas City & Clay County.....	81
Total.....	3,593

The report on the Missouri Pacific Railway has been completed and made public, and the reports on the other roads are now being worked up and will shortly be made public.

As a result of the inspections made, about 50 track miles of rail are being relaid, crossing protection has been recommended in the case of 32 crossings, crossing plank and grading of approaches in a number of cases ordered completed. A large amount of ballasting and draining has also been recommended. Increased facilities at depots in a number of cases have also been obtained. Next year it is the intention of the Commission to inspect all mileage in the State.

In making all inspections, the transportation expenses of the Commission are paid as required under the Public Service Commission Law.

The overcrowding and insanitary conditions of passenger trains are conditions that will be investigated and corrected.

Forms have been adopted for use of the members of the Commission's staff in noting:

1. Running schedule and failure to make same.
2. Adequacy of train equipment, condition of cars and toilet.
3. Train employees.
 - (a) Manner in which engineer handles train.
 - (b) Treatment of passengers.
 - (c) Number of brakemen and flagmen.
 - (d) Calling stations.
 - (e) Guarding rear end.
4. Care at railroad crossings.
5. Junction connections.

At the end of each month a summary of these reports will be forwarded to the general managers of the different railroads. These reports will contain much information that the railroads will be glad to obtain. It is expected that they will extend their hearty co-operation in applying necessary corrective measures.

Investigation of Sanitary Condition and Adequacy of Depots: The sanitary condition of depots will be thoroughly investigated. Unsatisfactory conditions will be called to the attention of the railway officials for correction.

Filthy floors and toilets are nuisances that must be eliminated.

When toilets are outside, notice should be placed in conspicuous places that the key to same can be had by applying to the agent.

Every station should be equipped with two toilets, one for men and one for women.

Fresh water should be supplied for drinking purposes at each depot at least once each day. In a city where there is a water system, running water should be placed in the depot.

Warm, clean and ample waiting room space must be provided for passengers.

It has been observed that many station agents have failed to correctly record the time of arrival of trains on the bulletin boards. This failure to properly record time of arrival of trains often results in serious inconvenience to the traveling public.

It has also been observed that many station agents are not prompt in answering telephone calls.

The railroads should improve the sanitary conditions of the toilets provided for shopmen, roundhouse men, etc., and insist that they be kept in a safe and healthy condition.

Every effort will be made by the Engineering Department in noting unsatisfactory conditions and suggesting necessary corrective measures.

Investigation of the Adequacy of Service Rendered by any Public Utility: The adequacy of service rendered by telephone utilities, electric utilities, water utilities, gas utilities, heating utilities and electric railways is a matter for investigation by the Engineering Department.

An investigation of the quantity and quality of the water supply of Sedalia was made recently. Judging from the results of this investigation, it is considered advisable that the Commission solicit the co-operation of the State Board of Health and the University of Missouri in the work of analyzing water samples. Many of the cities of Missouri are being supplied with drinking water from creeks and rivers subject to pollution.

Every effort should be made to give every city a safe water supply. Where water is shown to be consistently unsafe, there should be no hesitation in ordering chemical treatment or filtration. It is considered that much can be accomplished by co-operation between the Commission, the State Board of Health and the University of Missouri in reducing the typhoid death rate.

The adequacy of service that is most frequently questioned is that rendered by the street railway companies.

Routing of cars, headway, speed, location of stops, type of car, heating and ventilation are all problems for engineering investigation.

Investigation to Determine Necessity and Safety of Switch and Side Track Connections: Section 28 of the Public Service Commission Law provides for switch connection upon reasonable terms, provided such switch connection is reasonably practicable, can be put in with safety and the business therefor is sufficient to justify the same.

The practicability, safety, cost and necessity of such switch connections are engineering problems. Before placing a switch in main line and proposed siding, topographical conditions, drainage, speed of main line traffic, and method of controlling trains are all matters for careful investigation.

General: The Engineering Department has not been fully organized, having been in existence only since September 15th. One more Assistant Engineer will be required to assist in carrying on the work now before the Commission. It will be necessary from time to time to employ assistants temporarily in order to expedite the work.

Signal Work: The principal duties of the Signal Engineer are the inspection of interlocking plants, automatic and other block signals, and highway grade crossing protection. The term inspection is here used in its broadest sense, in that this inspection is to commence with the approval of plans for any new work and to continue thereafter as long as the apparatus remains in service.

In order that there might be a standard to work to, it seemed desirable to formulate a set of rules governing the construction, maintenance and operation of interlocking plants, automatic signals and highway crossing protection. For convenience and to be able to get action on at least some part of these rules, it was deemed expedient to handle these matters separately; and that of interlocking plants was considered first.

At a public hearing, at which approximately ninety per cent. of the railroad mileage of the State was represented by their signal and other engineers, it was decided to adopt the rules that are now in force in Wisconsin, Minnesota, Illinois and Indiana, covering the construction, operation and maintenance of interlocking plants.

The interlocking report form used by Illinois was also adopted.

This form has been used by Illinois for several years and answers the purpose very nicely. It was also shown that it would be a very material benefit to the railroads which operate in both States, some of them the same train division, to have a uniform method of making these reports.

As for the rules themselves, it was the sense of those at the hearing that they could have some minor changes made in them that would be of benefit, but as these rules were formulated by the Commissions and Engineers of the States named, in conjunction with the various railroads operating in these States, and as they have been in use for several months, it was thought advisable, for the sake of uniformity, to adopt them.

Rules governing the construction, maintenance and operation of automatic block signals have been put in a tentative form. This subject is also under consideration by the States before mentioned, and a joint meeting is soon to be held to try and put them in permanent form so that they may be submitted to the various Commissions for adoption.

In the matter of rules covering highway crossing protection, it was decided that Rules XII and XIII of "Rules of Practice and Procedure and Forms Governing Matters Before the Commission," as far as they are applicable, supplemented by a circular letter addressed to all railroads and street railways, would amply cover the conditions, and this has been done.

As a matter of record, and so that the Commission may be fully posted in regard to signaling in Missouri, General Order No. 11 was issued. This order covers Block-Signal, Interlocking and Train-Order Statistics, and it is accompanied by four forms on which the desired information is to be shown. The railroads compile similar information for the Interstate Commerce Commission, but it of course covers the various systems as a whole and is of no material benefit to this Commission.

To enable the Commission to become better acquainted with the operating conditions, it has issued a circular letter addressed to all the railroads and street railroads, requesting that they submit to the Commission a copy of their transportation department rules. Upon receipt of these rules, they will be gone over, and anything that is not considered up to standard or safe practice will immediately be taken up with the operating officials of the roads in question. It is hoped that ultimately all the roads of a like class will operate under a uniform set of rules.

DEPARTMENT OF STATISTICS AND ACCOUNTS.

This Department is composed of a Chief Accountant, three assistant accountants and one stenographer. The force will have to be increased from time to time as the work goes forward.

Audits: This Department has completed and filed with the Commission reports on the Springfield Gas and Electric Company and the Kirksville Light, Power and Ice Company, and is at the present time engaged on an audit of the Mississippi River and Bonne Terre Railroad Company.

The investigation of the Springfield Gas and Electric Company consisted of a balance sheet audit as at June 30, 1913, and a comparative profit and loss account for the three years ending that date.

The report on the Kirksville, Light, Power and Ice Company consisted of a balance sheet audit as at April 30, 1913, and a comparative profit and loss account as at that date.

The reason for the investigation of both of the above named companies was due to a complaint of excessive rates being charged.

The audit of the Mississippi River and Bonne Terre Railroad Company is being made with a view of ascertaining if the company is operating its passenger department at a loss. Their contention is that they cannot profitably operate under the two cent passenger rate.

Owing to the nature of the application and in view of the importance of the case, the Department is making a detailed examination of all operating expenses for the past year and classifying same as specified by the Interstate Commerce Commission.

Uniform System of Accounts: This Department has devoted considerable time to the study of uniform classification of accounts adopted by other state commissions and has completed a system of accounts and forms for annual reports for Gas, Electric, Heating, Water, Telephone and Street Railway Companies.

These forms are now in the hands of the printer and tentative drafts will be sent to the various utilities for criticisms and suggestions. Public hearings will be held by the Commission before the same are adopted.

Principal Purposes of Accounting Systems: In the preparation of the systems to be used, the Department has borne in mind the fact that the records of all companies should be classified and

kept in such a manner as to reflect at all times their actual financial condition. The result of the creation of such a system will be beneficial to the public, to the company manager, to the prospective investor and to the holders of stocks and bonds.

The manager will be in a position to prove to a consumer that he is not being overcharged for the services rendered. A consumer may insist upon improved service and the manager will be in a position to show that he is receiving the best service that the existing rates will justify and that an increased charge will be necessary to cover the expenditure incident to the improved service required.

The general public is interested in knowing the results of the operations of public utilities which are operated for their benefit, and as payers of the rates they are anxious to know if the rates paid to the company should be increased or decreased.

The prospective investor is interested to know the condition of the company to determine the advisability of investing. If the company's records are not kept in a manner that will show the actual conditions, he will have to be guided by the advice of stockholders, officers or directors, who themselves can only surmise the actual situation. If the actual facts are not displayed by the records, his judgment of the opinions of others may not prove correct, and the uncertainty thereby introduced not only tends to prevent the investor from putting money into the securities of public service companies, but makes it difficult for these companies to secure the necessary funds with which to develop their plants. Further, the efficient and progressive company is apt to be classed with the non-efficient and badly managed company. The former suffers because of the misdeeds of the latter and causes a condition to exist which is unfair and injurious to the companies as a whole.

The bondholders and stockholders, having put their money into the company, are entitled to know the results of the operations and the actual details of the company's financial transactions. It is a fact that not infrequently the holders of securities have been kept in ignorance of the important matters of their own company. They are unable to prosecute the managers or directors for the improper use of the funds of the company or reward efficient management or distinguish between efficiency and deficiency unless there are accurate reports prepared to reveal the actual facts.

The systems which the Commission has drafted will show accurately the actual conditions from an accounting standpoint, and the forms of annual reports include only information for the Com-

mission, which should also be furnished to the directors, stockholders and bondholders of the company.

These accounts and forms set out clearly the quantity and value of sales, the production costs, transmission and distribution expenses and general and administrative expenditures. The average cost per unit will be shown as compared with the various classes of expenditures and net profit on operations. Income and expenditures from transactions which do not pertain to the actual operations of the company are shown separately.

It is only through such a system of accounts and forms that the management can ascertain the cost of performing each separate and distinct function and be able to discern whether there is unnecessary waste or whether greater economy can be secured by more attention to special features.

By adopting such a uniform system of accounts, comparisons can be made between cities and towns of an equal population which will result in stimulating efficient and economical operation.

The fundamental principles according to which accounts should be kept, so as to record the actual financial transactions of a company during the year, require that a system be adopted which shall secure in each year's accounts the inclusion of the proper portion of the fixed capital consumed during the year.

The danger on the one hand is that a sufficient amount will not be expended or set aside to keep the property of the company up to the proper standard. It is not an infrequent occurrence for managers and directors, in order to pay big dividends, to cause a large book profit to appear by neglecting repairs and renewals or by failing to charge off sufficient depreciation. The virtual effect of such a policy is to hand each stockholder year by year a small portion of the *plant* in dividends.

Under conscientious management, operating costs will vary from year to year according to the amount of reconstruction necessary, and if the records are not kept in a manner to show the actual result of the operations there can be no certainty about the opinion of the directors as to the proper handling of the company's finances; whereas, if the records show plainly what has been done, the manager will be in a position to show that he has performed his duty and the directors will be thoroughly familiar with the exact conditions. In case a manager is not economical, it will be an easy matter for the directors to ascertain the fact and prevent further extravagance. Another danger which will be to a great extent

prevented is that an undue amount be taken out of earnings and spent upon the plant, either in the form of extensions or repairs and replacements.

In this case, provided that the capital invested receives a fair return, it is the consumer who suffers, for he has been charged without his leave to provide capital for the company without receiving in return either stocks or bonds. To guard against the possible over-statement of the operating costs, it is necessary to provide that extensions and improvements of the property should be charged to capital and not to operating expenses. To cover the above point, the Commission has specified in the classifications of accounts the exact items chargeable to each account. Unless such additions to capital assets are shown in the capital accounts, they may be carried in the form of a secret reserve and later be distributed in the form of stock dividends.

The primary purpose of the system of accounts and annual reports is to insure the correct recording of the capital invested and the cost of operation.

Depreciation Fund: The companies are required to include in each year's operating costs a sufficient reserve for depreciation to cover that part of the life of the plant which has expired during the year.

The deterioration of capital invested in a machine is just as much a part of the expense of operation as is the cost of material consumed, and it would be just as false accounting to reckon the profits before charging to the cost of operation the materials consumed, as to do so before charging the value of life of the machinery consumed during the year.

Depreciation of Capital: The accounting systems specify that all entries in capital accounts shall be clearly shown in order to be able to identify each item, and the actual money cost shall be given.

Each utility is required to file with the Commission a copy of the rules according to which the amount of depreciation is computed and a sworn statement of the facts, stating expert opinions and estimates upon which such rules are based.

Discounts on Securities Issued: All discounts and commissions upon securities and other commercial paper should not be charged to capital, but should be charged to unextinguished debt discount and expense. To this account should also be charged all expense in connection with the sale and issue of securities, such as

fees for drafting mortgages or trust deeds, fees and taxes for recording mortgages and trust deeds, cost of engraving and printing bonds, certificates of indebtedness and other commercial paper, commissions to brokers for marketing same and fees paid to trustees as specified in the mortgages and trust deeds.

During each fiscal period there should be written off to extinguished debt discount and expense such proportion of the amount as is applicable to the period. The amount must be sufficient to completely extinguish these expenses by the time the debt matures.

Capitalization of Franchises: This account should be charged with the actual amount paid to the State or municipality for franchises, exclusive of taxes or other annual charges.

At the close of each fiscal period such portion of the value of the franchise life as has been consumed during the year should be written off and should be considered the same as rental. The portion to be written off should be sufficient to extinguish the asset account during the life of the franchise.

Effect of the Requirements of Proper Classification of Accounts: The capital amount will represent the actual value of the investment. When \$100.00 par value of stocks or bonds are exchanged for \$75.00 worth of machinery, there is no reason for charging capital account with the \$25.00 expense incurred in selling the bonds or the discount allowed from the par value of capital stock sold. The asset to be capitalized and upon which the stockholder would expect to receive a reasonable return would not be the \$100.00 par value of the bonds issued, but the \$75.00 received in actual cash and invested.

The establishment of such a system will give the investor a guaranty that the capital of the company will not be impaired but that his investment will be properly handled. There is no system of accounts that can be devised that will entirely prevent impairment, but any proper system will do a great deal in that direction.

Appreciation: Appreciation of capital cannot be recognized as an off-set for depreciation. Appreciation should not be considered under any circumstance unless actual sale has been made and there is a real profit, in which case it can rightly be classed only as a profit on sale of capital. If, however, there has been a transfer for a more expensive property, the appreciated value of the new property may be taken into account as a capital surplus item.

Annual Report: The annual reports to be made by the various corporations and utilities summarize the year's transactions into a comparative balance sheet showing the figures for the preceding year and the additions or deductions made during the year, and a profit and loss account for the year.

The analysis of each item appearing therein will be shown on a schedule which has been prepared for the purpose of displaying the principal items of additions and deductions made.

The statistical information required is similar to that of other State Commissions and will cover all of the points that the Commission and public will be interested in knowing.

In preparing the annual reports and uniform classification of accounts this Department has made comparisons of other Commissions and has combined the best features of each. For this reason we feel that our forms of annual reports will be the most complete of any.

GAS, ELECTRIC, HEAT AND WATER DEPARTMENT.

The work of the Gas, Electric, Heat and Water Department is at present being carried by a Chief Electrical Engineer, who is also a Rate and Service Expert, and one stenographer. This Department was organized August 15, 1913. At that time nothing had been done towards its organization, and though the preliminary work and development of this Department has since, perhaps, not proceeded as rapidly as might be expected, it should be borne in mind that great caution must necessarily be observed in taking the first important steps in connection with this development. Each step should be the result of careful study, individual knowledge and experience, and a study of work done along similar lines by other Commissions.

The work of this Department may be classified as follows:

First. Adjustment of all correspondence complaints assigned to the Department in connection with gas, electric, heat and water companies.

Second. Supplying information in reply to various requests along its lines which frequently come to the Commission.

Third. To file the schedules of rates of all gas, electric, heat and water corporations and municipalities prepared in accordance with General Orders and Circulars issued by the Commission relating to this Department.

Fourth. General inspection and test of gas, electric and water service meters.

Fifth. General inspection of gas, electric and water service.

Adjustment of Correspondence Complaints: A number of correspondence complaints have been settled during the past three and a half months, or are pending settlement in this Department. These complaints involve excessive charge on monthly bills; minimum charges; deposits of surety; charges on meters, including rentals, deposits and purchase of same; break-down and auxiliary service; lack of understanding concerning block and step rates, and other more complicated methods of charging, etc. It is noted that the average electric light customer is more or less unfamiliar with the principles involved in computing his monthly bill for service rendered. A list of the complaints handled in this Department is included elsewhere in this report.

List of Utilities in the State: The first important step in the work of the Department consisted in obtaining as accurate a list as possible of the corporations and municipalities supplying gas, electric, water and heating service in the State. This list of utilities was compiled as follows:

First, by addressing a circular letter to each County Clerk in the State, requesting a list of the various utilities operating in said Clerk's county. Second, by checking the list as obtained from the County Clerks, the majority of whom responded more or less to our request, with the list of utilities contained in the annual report of the Bureau of Labor Statistics. Third, the list was then checked with the October, 1913, edition of the McGraw Electrical Directory. Other names were obtained from various sources from time to time, so that the list as it now stands is deemed fairly complete. It is expected that a few plants will be added to our list later by comparing with the list of incorporated concerns on file with the Secretary of State and by addressing a circular letter to the Mayor or City Clerk of each town of over five hundred inhabitants which is not listed in our records as containing a public utility, requesting the name of any utility distributing in the town.

The following statistics have been compiled from the list of utilities obtained in the manner set forth above and revised to date, in accordance with replies received to the circulars sent out in connection with the filing and publication of the rate schedules:

	Municipal- ities.	Corpora- tions.
Electric service only.....	30	120
Gas service only.....		24
Water service only.....	50	18
Heating service only		2
Electric and gas combination service.....		10
Electric and water combination service.....	35	14
Water and gas combination service.....		1
Electric and heat combination service.....		6
Electric, water and gas combination service.....	1	2
Electric, heat and gas combination service.....		1
Electric, heat, gas and water combination service.....		2
Total utilities furnishing service.....	116	200

In addition to the above there are some fifteen towns receiving electric service and three towns receiving water service distributed from plants in adjacent towns included in the above list. There are a number of small towns and districts receiving natural gas secured from adjacent distributing centers included in the above list.

Of this list all save twenty-eight have filed their rates or replied to the correspondence addressed to them, and are consequently authenticated.

Of the 316 utilities furnishing service, it is noted that:

220 of these utilities furnish electric service.

40 of these utilities furnish gas service.

123 of these utilities furnish water service.

11 of these utilities furnish heating service.

Of the 38 gas utilities which have filed their rates, it is noted that:

8 of these furnish coal gas.

9 of these furnish water gas.

1 of these furnishes mixed coal and water gas.

1 of these furnishes oil gas.

2 of these furnish acetylene gas.

11 of these furnish natural gas.

6 of these do not state the kind of gas they furnish.

Of the 98 water utilities which have filed their rates, it is noted that their source of supply is received as follows:

2 from combination rivers and springs.

1 from combination rivers and deep wells.

1 from combination rivers and surface wells.

3 from combination impounding reservoir and deep wells.

2 from combination impounding reservoir and creeks.

- 1 from combination deep wells and creeks.
- 3 from impounding reservoir or small lakes.
- 4 from creeks only.
- 9 from surface wells only.
- 33 from deep wells only.
- 1 from driven pipe wells only.
- 4 from springs only.
- 23 from rivers only.
- 11 from sources not stated.

Rate Schedules: Regulations prescribing the form and governing the filing and publication of schedules of rates for gas, electric, heat and water corporations and municipalities furnishing service within the State were drawn up and printed under date of September 22, 1913.

Circular No. 10 contains General Order No. 5 applying to electrical corporations and municipalities. Circular No. 12 is a letter of explanation covering General Order No. 5. Circular No. 14 contains General Order No. 6 applying to gas corporations and municipalities. Circular No. 15 is a letter of explanation covering General Order No. 6. Circular No. 16 contains General Order No. 7 applying to water corporations and municipalities. Circular No. 17 is a letter of explanation covering General Order No. 7. Circular No. 18 contains General Order No. 8 applying to heating corporations and municipalities. Circular No. 11 contains abstracts from the Public Service Commission Law applying to rates and charges by each of the foregoing utilities.

The schedule form blanks are drawn up on sheets of standard 8½x11 size and consist of a separate set of forms for each class of utility. The forms consist of title sheet, to which is attached, after the loose-leaf idea, schedule sheets containing all rates and rules and regulations affecting the rates. When a change in rates filed occurs, either the entire schedule is supplanted by a new schedule, which then takes on the next P. S. C. Mo. No., in order, or certain sheets in the schedule on file are supplanted by revised sheets containing the new schedule where the change in rate occurs only on certain sheets in schedule on file. In case of addition to schedule on file of new rates, not changing any of the original rates, the same are inserted in schedule on file on sheets which are numbered in consecutive order by suffix or prefix of letters A, B, C, etc.

Names of issuing corporations or municipalities, dates of

issue and effectiveness and name of filing officer are contained in margins on each sheet.

This system of filing schedules is a simple and effective one and is modeled after the form in use by the Interstate Commerce Commission for filing railway tariffs.

Out of the 394 foregoing orders served on corporations and municipalities thus far, 346 rate schedules have been filed and 21 are pending filing, and 27 corporations and municipalities remain unheard from.

The larger companies were very prompt in complying with these orders, but the majority of the smaller companies experienced more or less difficulty in interpreting the Commission's desires in this respect. These smaller companies have entailed a vast amount of correspondence on the part of this Department, but it is to be noted that the majority of them display a cheerful spirit and are desirous of conforming with any requirements of the Public Service Commission Law. It will, of course, be some time before these smaller companies are thoroughly brought into line, and greater difficulty is being experienced in this respect in this Department than originally anticipated.

It would not be desirable to attempt compiling statistical information on rates from the number of schedules now on file, but a special report issued later, giving a resume of each rate schedule in effect on file, together with statistical data compiled relative to maximum net rates for various classes of service, minimum charges, meter deposits or charges, security charges, penalties for delayed payments, etc., would be extremely interesting.

Standards and Regulations for Service: The general powers of the Commission with respect to gas, electricity and water make it necessary to ascertain and fix adequate and reasonable standards for quality, pressure, voltage and other conditions pertaining to the supply of the product or service rendered by any public utility, and to prescribe reasonable regulations for the examination and testing of such product or service and for the measurement thereof. The Commission must establish reasonable rules and regulations for the inspection and test of gas, electric and water meters and approval of all types of electric meters in service as required by the Public Service Commission Law.

This Department has been engaged for some time in formulating a tentative set of rules and regulations applicable to gas, electric and water service within this State. These rules, when com-

pleted, will be printed in circular form and sent to each gas, electric and water utility supplying service within the State, and to various individuals, societies, associations and publications interested in same. These circulars will be accompanied by a notice announcing a date and place for a public hearing, at which a thorough discussion of these rules and regulations will occur. It is expected that a set of rules and regulations can thus be formulated at this conference which will go to make adequate service, reliability, uniformity, safety, convenience and intelligent utilization, resulting in the best service at the least cost to the consumer.

These rules will ultimately involve considerable addition to the working force of this Department, as well as the establishment of a laboratory equipped with suitable facilities and standards for the various tests which it will be necessary to conduct in connection with same. Suitable calorimeter equipment must be maintained by the utilities furnishing gas service, in order to test the heating value of their product regularly as prescribed. These calorimeters must in turn be standardized and calibrated by the Commission from their laboratory standards, so that their accuracy will at all times be assured. It is probable that no candle power requirements will be incorporated in the rules and regulations, due to the rapid disappearance of the open flame burner, which removes from the field of gas lighting the only device for which a candle power requirement is necessary in gas. This will dispense with the necessity of maintaining an expensive photometric equipment by any gas utility, and also, of course, the standard equipment and labor in connection with standardizing and keeping standardized these utility equipments by the Commission.

It is probable that the rules for service will include certain requirements and standards to be met in connection with bacteriological and chemical examinations for purity of water prescribed at stated intervals. This, of course, would involve a suitable laboratory equipment and services of an expert bacteriologist and chemist, unless the Commission could arrange for these tests to be made by the State Board of Health or the Medical Department of the State University.

With regard to the testing of gas, electric and water meters, it is probable that this portion of the Public Service Commission Law will be changed so that meters will be tested by the Commission only on request of the consumer, for a reasonable fee, or on its own volition where deemed advisable. Utilities will be required

to maintain suitable testers, provers and standard instruments, and will be required to test all meters before putting same into service. The Commission will keep in its laboratory stationary and portable standards for determining the accuracy of all testing apparatus in use by the utilities.

The standards of service as outlined in the foregoing will involve a thoroughly systematized conduct of this branch of the Department, as can readily be seen. An elaborate set of forms will be issued for use in all tests and observations and the records kept on all of this work must be systematic, comprehensive and clear.

It is probable that arrangements could be made with the State University at Columbia to do all of the testing for the Commission in connection with standards of service; that is, until the Commission is able or sees fit to establish a suitable laboratory of its own at Jefferson City. The University would be peculiarly well fitted to do this work, on account of its equipment and facilities, and the fact that such work is right in line with similar work executed by students in its laboratories almost daily in connection with their regular instruction.

There is a disadvantage, it is true, in having the laboratory removed from the Commission's offices, but the services of at least one special man will be required in this Department to supervise all testing and inspection of service, and it would simply mean that his headquarters would be Columbia instead of Jefferson City.

The Public Service Commission Law states that no electric meter shall be put into service the type of which has not been approved by the Commission. There are a great many types of meters in general use throughout the country by various electrical corporations. The bulk of these meters is manufactured by less than ten individual firms. Each of these firms manufactures various types of meters, each type being suitable for a certain kind of current or class of service. The development and standardization of the art of manufacturing meters has been such that there is but a slight variation in the first cost and probably little marked distinction in either the electrical or mechanical characteristics of meters by different manufacturers for the same class of service.

While the clause in our Law on the approval of all types of electric meters would be considered a necessary compliment to a model law, yet it is questionable whether the advantage gained by

the consumer of electric energy will compensate for the extra expense devolved on the Commission through the enforcement of this regulation of the Law. At any rate all meters will be tested before installing and will be subjected to periodic tests thereafter. Individual meters or number of a certain type of meters whose test record shows a marked tendency to vary in accuracy of measurement, regardless of the ordinary adjustment or repairs, will, of course, subject that particular meter or type to permanent rejection.

Inspection of Plants, Transmission and Distribution Systems:

It is readily apparent that at as early a date as possible the Commission will be obliged, either through this Department or through its Engineering Department, to undertake a systematic inspection of all the gas, electric, heating and water plants, together with transmission and distribution systems in connection therewith, furnishing service in this State. Each plant should be studied with reference to safety, reliability and modernization in construction and its ability to furnish adequate service at the least cost. It is evident that a vast amount of benefit would be derived from such a course by the customers of the smaller plants through reduced rates and increased quality of service.

Standard Construction of Overhead Lines: In this connection the liberty is taken of quoting from the Sixth Annual Report of the New York Second District Public Service Commission, as follows:

"Efficiency of service and safety of employees and the public require that overhead construction shall be first class. Owing to the large amount of construction now in service, owned by companies having rights in the same general space, the regulation of this subject becomes very difficult to approach. For several years the great national electrical associations, by joint committees and otherwise, have been studying this subject, and their reports have recently been made public. These reports give standard specifications in regard to all details, and it remains now for the Commission to issue such mandatory orders as may seem desirable. Much attention has been given by the Division of Light, Heat and Power and the Division of Telegraphs and Telephones to the subject of joint use of overhead structures, because, other things being equal, it is desirable to have as few overhead structures as possible. As a rule, it is much easier for several companies to combine for the use of a single set of poles than to erect poles of their own at proper distances apart, for safety and efficiency of operation. The two divisions interested have about finished their investigations, and will recommend that the Commission issue orders covering proper overhead construction."

Central Station Totalizing Meters: When the Commission has a complaint case in regard to quality or price of service, an accurate record of the total output at the central station over an extended

period of time is invaluable. All electrical companies should be compelled to install watt hour meters and graphic wattmeters registering the total output of the station, or the total energy purchased by the station. The watt hour meter gives the total quantity of energy passed and the recording meter charts will give an accurate indication of the variations in load during a given period of time.

A record of the total volume of gas manufactured or passed into the mains for distribution, as measured by station meters, should be required.

It is now being considered whether any but the larger stations should be compelled to install recording water meters to register the total quantity of water pumped into the mains for distribution. Such water meters are expensive, but the advantage of having a record of the total pumpage at any time is obvious, and it would be well worth while to look into the feasibility of this matter very carefully.

TELEPHONE AND TELEGRAPH DEPARTMENT.

This Department was organized July 1, 1913. The office force so far consists of a Chief Electrical Engineer, who is also a Rate and Service Expert of wide experience, and one stenographer.

The work of this Department is necessarily heavy during the first year, but shows little in a statistical record of achievements. The organization of the Commission's forces had to be carried on with a full load of work upon the Commission from the day of its creation, and at the same time many corporations operating in the State had but little knowledge of the relation to exist between them and the Public Service Commission.

All telephone and telegraph companies with which this Department has been able to communicate to date have shown a spirit of hearty co-operation with the Commission, and there is every reason to believe the work will be carried on harmoniously and to the great good of the corporations, as well as to the users of their service.

Though no statistics have yet been compiled along the line of capitalization, the amount invested in telephone property in the State of Missouri is probably about \$50,000,000. There are at present operating in this State 425 telephone companies which have complied with the Public Service Commission Law by filing rate schedules with this office, and these companies operate 684 local ex-

changes in as many cities, towns or rural communities. These companies operate plants which are separate exchange units, usually one such unit per city or town, as follows:

1 Company has	50 Exchanges.
1 Company has	40 Exchanges.
1 Company has	12 Exchanges.
1 Company has	11 Exchanges.
2 Companies have	9 Exchanges.
2 Companies have	8 Exchanges.
5 Companies have	7 Exchanges.
4 Companies have	6 Exchanges.
3 Companies have	5 Exchanges.
4 Companies have	4 Exchanges.
15 Companies have	3 Exchanges.
16 Companies have	2 Exchanges.
370 Companies have	1 Exchange.

Total=425 Companies have 684 Exchanges.

There are operating in the State only two telegraph companies having main offices as follows:

Western Union Telegraph Company, 723; Postal Telegraph & Cable Company, 39 main offices in as many cities and towns.

In connection with this Department the Commission has issued General Order No. 1: Regulations Prescribing the Form and Governing the Filing and Publication of Rate Schedules of Telephone Corporations. This has been acknowledged and complied with by the above mentioned list of companies.

General Order No. 4: In the Matter of Discrimination by Telephone Corporations in the Service to Telegraph Corporations.

Conference Ruling: Free (telephone) Service at Railroad Stations Prohibited.

Formal cases handled by the Commission within the province of the Telephone and Telegraph Department were as follows:

One additional long distance connection—Dismissed—Order made to improve present service by repair work.

Three certificates of public convenience and necessity.

Issued 1

Pending 2

Five consolidations—Mergers, approved.

One discrimination in rates to stockholders and non-stockholders—Ordered equalized.

One physical connection—Long distance—Granted.

Twelve, rates—Complaint of,	
Increase allowed	2
Reduced—not raised by proper application	1
Settled by agreement	6
Pending	6
Two, maintenance insufficient—Correction ordered and complied with.	
Three stock and bond issues—Granted.	
One stock and bond issue and sale of plant—Withdrawn.	
One stock and bond issue—Modification of order—Dismissed.	
One general order—Motion for hearing to set aside—Hearing granted.	
Informal complaints handled	33

The most general violations of the law and of good telephone practice found among the rate schedules filed, and requiring correction by the Commission, are the following:

Discrimination in rates by small companies in charging for service to stockholders a rate different from that charged for the same service to non-stockholders. This has been covered by Case No. 38 at Crane, Missouri.

Discrimination in rates for local services by a so-called "combination rate" to a subscriber paying for more than one telephone station on the same exchange, by which such subscriber gets service for less than the sum of the regular rates for each such station.

For the last twelve or fifteen years the telephone business of Missouri has been handled by two clearly distinguished factions; the one representing the associated interests of the corporations having their origin directly or indirectly in the Bell patents on the first telephone invention; the other group consisting of "Home," "Mutual," or other local companies capitalized and operated usually within the territory they serve. These two factions have maintained an intense competition for the business throughout the State, all the local companies connected with each other to extend the service, but for some time rarely established physical connection with the so-called Bell systems.

The practice of making connecting company contracts has been more general each year, and at present practically all telephone companies in the State realize it to their interest to thus extend the service, wherever contract terms and physical conditions of plants do not prohibit. The provision of the Public Service Commission Law for physical connection between telephone companies is an expression of the predominant sentiment among operating companies, as well as the users of the service.

The telephone service is one of the most vitally important conveniences of a civilized community. Upon the accuracy and speed of the long distance telephone service, as of telegraph service, often

depends vast business interests, prevention of crime, incarceration of dangerous criminals, medical aid that saves human life, succor in public calamity and the many other features of general and individual welfare. But in the local telephone service there is in addition the personal element, more pronounced than in any other public utility. Service from light, water, heat, power and other public utility corporations may be purchased by a public who come in contact with the personnel of the organization, in most instances, not oftener than once a month and then only to the extent of mailing a check. Even the occasional personal contact with the service of railway and street railway corporations is as nothing compared with the patron's relations with the telephone service. This puts into the home of the customers the voice of the corporation's employees at any hour of the day or night. The consumer may turn on water or light in his home or place of business any minute with his own hands. If the quality, quantity and price is proper, he never has occasion to consider from whom it is purchased. But a dozen times a day the patron of a telephone company has to secure the service sought by personal request spoken to employees of the company. The voice ceases and the calling subscriber is helplessly dangling at the end of an inanimate wire half across the town from the person serving him. There is no way that he can ever know whether the call might have been put up in two seconds, instead of two hundred seconds, nor whether the report of "busy" and "don't answer" are actual facts and conditions, or are due to careless or even wilful, malicious representatives of the corporation. The telephone subscriber may never know that he has lost a customer from his business or profession solely because that customer was in a hurry and called some one else when the carelessness or ill-disposition of the telephone employee prevented the completion of the desired connection. The woman who goes up and down stairs to answer a false ring of her telephone twice a week may never know whether it was the minimum percentage of unavoidable accidents, or whether it was caused by a spirit of mischief in a telephone operator, or idle amusement in a workman among the line wires.

"Service test," "Supervising" and "service observation" can, all at best watch only the one call in a thousand handled within the same hour. Two or three cases of error per day from one operator might go undetected for months; twenty cases in a single day might be so distributed over a community that no one subscriber would be

provoked to reporting his trouble, and if all were reported it might prove impossible to locate the person at fault.

There is no other public utility whose patrons are so completely dependent upon the conscientious discharge of duty by the employees as in the case of the telephone business. These employees are girls generally between the ages of sixteen and twenty-five years.

By General Order No. 1 the Commission has secured schedules of rates from all telephone and telegraph corporations so far located, and that probably includes all in the State. Nearly half of these schedules will have to be rewritten to show accurately and completely the rates in force to make a proper record for the files of the Commission. As soon as this can be accomplished and while this clerical work is going on, a careful study of all rate schedules will be made and tabulated data established for information of the Commission as a foundation upon which we hope to be able to improve the methods of many telephone corporations.

The next step will be to secure an engineering report from each telephone corporation, establishing in this office a record of the equipment of the various plants in the State. A synopsis of the quality, quantity, technical type, age and preservation for usefulness of equipment will be made.

By this time the Department of Statistics and Accounts will probably have a sufficient business statement from each corporation showing its financial condition to make that unnecessary from this Department.

A great deal of work can be done by this Department by acquainting all companies with their duties under the Public Service Commission Law, and assisting them in uniform improvements in all branches of telephone practice, which improvements will directly benefit the owners of the properties and the public patronizing, and at the same time will indirectly eliminate much that would otherwise develop into formal complaints to the Commission. Much may be accomplished to this end by letters and bulletins by this Department. The Commission will later keep regular inspectors in the field constantly making service tests and plant inspection. Plant inspection of all the utilities of any one town can be made by the same representative of the Engineering Department in a single trip, for the present at least. Service testing will be very valuable if done by inspectors who have discretion and business judgment enough to go into all the phases of the question and improve the

condition while there, as well as report on routine errors. This service inspection will not be in order, however, until a great many of the more general irregularities are cleared up by means of correspondence based upon reports from these companies.

ACCIDENTS INVESTIGATED.

Section 45 of the Public Service Commission Law provides as follows:

"The Commission shall investigate the cause of all accidents on any railroad or street railroad within this State which result in loss of life or injury to persons or property, and which in its judgment shall require investigation. Every common carrier, railroad corporation and street railroad corporation is hereby required to give immediate notice to the Commission of every accident happening upon any line of railroad or street railroad owned, operated, controlled or leased by it, within this State in such manner as the Commission may direct. Such notice shall not be admitted as evidence or used for any purpose against such common carrier, railroad corporation or street railroad corporation giving such notice in any suit or action for damages growing out of any matter mentioned in said notice."

The policy of the Commission is to have one or more of the Commissioners, accompanied by their Expert Signal Engineer or Expert Railroad Engineer, as the report of the accident indicates to be necessary, reach the scene of the accident as quickly as possible and collect all evidence at first hand, before important facts have been obliterated by the wrecking crew or in other manner. In order to accomplish this the Commission requires all serious accidents resulting in destruction of property or loss of life to be immediately reported by wire. On reaching the scene of the accident, all pertinent evidence is collected, photographs are taken and officers or employees in any way connected with the accident are examined and their evidence taken. If the cause of the accident can be conclusively ascertained on the ground, the Commissioner making such investigation, on his return, reports his findings to the Commission, with any recommendations he considers necessary for the prevention of any recurrence of such an accident. If the cause of the accident cannot be readily ascertained, the management of the company is notified that a formal hearing has been set for a certain date, time and place, and that they shall cause to appear at said hearing all officers and employees who were in any way connected with, or can give any evidence pertaining to such accident, and bring all material evidence which may be of assistance in determining the cause and fixing the responsibility. All evidence is taken under oath, and where possible the cause and responsibility determined.

If the cause is due to lack of safety appliances, defective equipment or track, an order is made requiring the company to remedy such defects. If the responsibility rests on some officer or employee of the company, his record is called for and examined in order that the Commission may ascertain whether the company is retaining in its employ men incompetent to serve the public in positions of responsibility. The findings of the Commission are printed in pamphlet form for distribution and a copy mailed to all directly concerned.

Seven of the accidents reported by wire to the Commission in its judgment required formal investigation, and the matters pertaining thereto were inquired into in detail, the causes determined and findings, orders and recommendations made.

It is the intention of the Commission to publish in pamphlet form from time to time statistics covering all accidents reported, as well as detailed reports of accidents investigated and findings of the Commission thereon.

GRADE-CROSSINGS.

One of the important matters placed under the control of the Public Service Commission is the crossing at grade by railroads of the public highways or street car tracks.

As the population of the State has increased, and particularly as our great cities have expanded their limits and activities to new territory which now bustles and teems with busy traffic where formerly there was but scant population or prairie and forest, the old intersections of roads by the railways, and the new crossings made necessary by these conditions, have developed into a constantly increasing menace to the safety of the public.

In spite of determined agitation and heroic efforts to remove this danger, the disappointing experience of many years has convincingly demonstrated the inefficiency of municipal machinery, especially in the large cities, to accomplish the desired result—a danger constantly becoming more acute as traffic and travel increase with expanding business and population.

By Section 50 of the Public Service Commission Law the Legislature conferred upon the Public Service Commission exclusive jurisdiction over the regulation, creation and abolition of grade-crossings.

At an early day in its existence the Commission directed its attention to this subject.

A number of conferences between the city officials, railroad men and the Commissioners were brought about, at which the entire matter was discussed from all sides and the necessity of action demonstrated. The Commission adopted the policy of first compelling attention to the subject and thereupon encouraging friendly co-operation between the municipal authorities and the railroads in the localities affected, so that a broader view might be taken by all concerned, and with a view to the separation and abolishment of all dangerous crossings by co-operative action and upon a fair and equitable basis. It is believed that by this means an era of better mutual feeling has been fostered that has already borne fruit.

But whenever it was not possible to accomplish results by co-operation, the Commission has not hesitated to use its proper powers.

The persistence of the Commission in requiring progress has led to the investigation of numerous of these crossings, about fifty now pending before the Commission.

In a number of instances both in the cities and in the rural districts, the Commission has proceeded of its own motion to require grade-crossings to be better protected against danger of accidents. It has also adopted the policy not to permit the creation of any new crossings at grade where the same would be attended with danger, nor to allow any grade-crossings at all where the same could be reasonably avoided by separation of grades.

In all such questions it is the policy of the Commission to defer to a proper extent to the wishes of the locality in question. This was illustrated in the case of the Manufacturers' Railway of St. Louis. In this case that Company contemplated an extensive improvement, largely beneficial to the City of St. Louis, but in the execution of the plan permission was required to cross certain streets with a net-work of tracks that would operate as a practical monopoly by the railroad of these streets. The Commission refused permission to lay this trackage except upon condition that the streets at the point in question be vacated by the City of St. Louis, thus not only avoiding a new crossing which would be fraught with danger, but permitting the execution of the enterprise if the local authorities themselves consider it of greater interest to the people of St. Louis than these railroad-monopolized streets would be.

The Commission held conferences with the city officials of St. Joseph and the various railroads affected thereby, relative to the elimination of certain grade-crossings. The proposed elimination of

a number of dangerous crossings in said city is now under consideration. The St. Joseph situation has been very difficult of solution and the Commission and its Engineering Department at this time, in conjunction with the City of St. Joseph and the railroads thereby affected and the Citizens' Committee, are making a careful study of the situation, and it is greatly hoped that a satisfactory solution will be reached at an early date, and that the Mayor of the City will file with the Commission formal complaints and start the hearings thereon in time for the work to begin early in the Spring.

In Kansas City the Commission finds that the city very wisely protected and eliminated many dangerous grade-crossings when it granted the franchise to the Terminal Railroad Company within recent years. There are yet some dangerous grade-crossings in Kansas City and its immediate vicinity which will be carefully studied by the Commission and its Engineering Department and such action recommended as the Commission deems wise as our work progresses.

Near Carrollton, at a crossing at grade of a county highway and the Atchison, Topeka & Santa Fe Railroad Company, in the month of August six persons were killed at one time while attempting to cross the tracks of the railroad in an automobile. The Commission investigated the accident, and thereafter, of its own motion, instituted an investigation of the crossing as a dangerous one. The county and the railroad were made defendants and at the hearing a satisfactory agreement was reached between all parties, and the public road is now being changed and the crossing carefully protected.

The elimination of the many hundreds of dangerous grade-crossings throughout this State will take time and much expense to the railroads. The Commission is going forward with the work in a systematic manner, studying the most dangerous crossings as the work progresses. The Commission has not yet been called upon to apportion the expenses, and just what rule of proportion will be adopted by the Commission remains yet to be determined.

STOCK AND BOND APPLICATIONS.

During the eight and one-half months the Commission has been organized a large number of applications for authority to issue stocks and bonds have been made to the Commission and numerous important questions have been presented for its consideration and

determination. In the cases which require the laying down of a principle or the announcement of a rule not heretofore applied the Commission has rendered written opinions discussing at length the new questions presented, otherwise the order of the Commission is made to express sufficiently the opinion of the Commission without a written one.

The Commission's Rules of Practice and Procedure have been carefully prepared with a view of securing for the Commission in passing on applications for authority to issue stocks, bonds, notes and other evidence of indebtedness such proof as to enable it to know that the law is being strictly complied with if such authorization be granted. The Commission, in taking proof on such applications, requires the applicant company to produce one or more of its officers who can testify before the Commission as to the full and complete "Financial Condition" (as that term is defined in the Rules of the Commission) of the applicant, its financial ability to pay all interest and dividends on its stocks and bonds theretofore issued, and the particular purpose or purposes for which stocks or bonds are to be used by applicant. A transcript of this testimony is thereafter made and filed in the office of the Commission and attached to the files of the application.

In addition to this examination the order of the Commission authorizing such issue of stocks or bonds prescribes the amounts and purposes for which such bonds or stocks authorized may be used, directs officers of such company to report under oath the sale or sales and the amount received therefrom. The order further requires the applicant to make and file with the Commission a verified report at least once each six months showing in detail the use and application by such company of all moneys so realized until such moneys shall have been fully expended, and the order further contains such other conditions and terms as the Commission may deem reasonable and necessary to properly safeguard the carrying out of all the conditions on which such bonds or stocks are authorized by the Commission. These reports will be carefully checked by the Commission's Stock and Bond Department for the purpose of determining that the terms and conditions of the orders authorizing such issues are being faithfully complied with by the applicant. As the work of the Commission further progresses it will, under the supervision and direction of the Chief of the Stock and Bond Department, have examiners to carefully go over the books of the company proposing to issue such stocks and bonds and to verify all

material statements which it is necessary for the Commission to know in passing on such applications and such other information as the Commission may direct.

The Commission has held that under the corporation laws of this State all stocks issued by corporations organized under the laws of this State must be issued for cash at the par value thereof, or if issued for property or services, it requires satisfactory proof as to the value of such property or services so the Commission may determine that such stocks shall not be issued for less than the actual cash value of such property or services, as provided by law.

The Commission authorizes bonds to be issued with reference to the actual market conditions and the value of money at the time of hearing the application, as shown by proof of competent witnesses.

The Commission has two forms of orders. One form provides that if bonds are to be issued at less than their par value, the contract or offer for the sale of such bonds must be reported to the Commission and approved before the sale is finally closed and the bonds issued. The other form of order names a minimum price below which the bonds cannot be sold, leaving the applicant free to sell same at that price or at such higher price as it can secure in the markets.

The Commission makes a special study of the ownership relations of all construction companies to that of the applicant company having the work done, and especially in cases in which a common ownership may be found in the applicant company and the construction company doing the work. The Commission also carefully studies the relations of all subsidiary companies when property is being purchased from any one of such companies by the parent company, or being sold by the parent company to one of its subsidiary companies. The Commission has taken the position that such relations should be shown in proof and that no unfair contracts or sales should be permitted between such companies.

The Commission has uniformly held that the capital to be secured from the authorization of stocks, bonds and other evidence of indebtedness must be necessary for the specified purposes as set forth in the Public Service Commission Law; that the amount so authorized must be reasonably required for one or more of the purposes prescribed in said law; and that no stock, bonds or other evidence of indebtedness may be issued for purposes not enumerated

in said law, either with or without the authorization of the Commission. In other words, the enumeration of specific purposes for which stocks, bonds and other evidence of indebtedness may be issued is exclusive and not inclusive, and such has been the construction given the Public Service Commission Law by the Commission.

The Public Service Commission Law specifically provides that the State shall never be held liable to pay or guarantee any stocks, bonds, notes or other evidence of indebtedness which may be authorized by the Commission as provided in said law.

A serious and important question, however, has presented itself to the Commission as to what extent the investing public might be justified in relying upon the fact that the Commission had authorized the issuance of such stocks or bonds as an implied certificate or guaranty that the stocks or bonds to be thus issued, under the approval of the Commission, were worth their face value or the value which the Commission may authorize such bonds to be offered for sale to the buying public.

We find that this identical question was early presented and decided by the Public Service Commission of the Second District of the State of New York in the application of the Hudson Electric Power Company, and that Commission announced the following rule, which we think both wise and sound and hereby approve the same:

"In passing upon the application for leave to issue additional capital stock, the Commission will consider:

"(5) Whether there is reasonable prospect of fair return upon the investment proposed, to the end that securities having apparent worth but actually little or no value may not be issued with our sanction.

"We think that to a reasonable extent the interests of the investing public should be considered by us in passing upon these applications.

"The Commission should satisfy itself that, in a general way, the venture will be likely to prove commercially feasible, but it should not undertake to reach and announce a definite conclusion that the new construction or improvement actually constitutes a safe or attractive basis for investment. Commercial enterprises depend for their success upon so many conditions which can not be foreseen or reckoned with in advance, that the duty of the Commission is discharged as to applications of this character when it has satisfied itself that the contemplated purpose is a fair business proposition."

In an application for authority to issue stocks and bonds to build a new railroad which was presented to the Commission soon after its organization, the Commission ascertained that there had been issued \$55,000 of its "watered stock" which the Commission required the applicant to surrender and cancel as a condition on which any further stocks or bonds would be authorized by the Com-

mission. The order was accepted and the stock surrendered to the board of directors and canceled as having been issued without consideration by the applicant company.

While the Commission has endeavored to carefully supervise the issuance of all stocks and bonds, yet it has endeavored, and will continue to endeavor, to make its rulings and decisions such as to encourage the honest investment of capital in this State and the promotion of all legitimate enterprises for the good of the public and the Commonwealth coming within the jurisdiction of the Commission. The interest of the public imperatively demands these results and the Commission believe that they are not in the least degree inconsistent with the careful and proper protection of the public against those practices which have wisely and justly earned the condemnation of the public and which led the Legislature of this State, as well as of many other States, to provide for the regulation of the capitalization of all public service corporations by law and placing such supervision under the control of a State Commission.

The following table shows the applications which have been made to the Commission during the term covered by this report under the Public Service Commission Law:

TABLE SHOWING ALL APPLICATIONS FOR AUTHORIZATION TO ISSUE STOCKS, BONDS, NOTES AND OTHER EVIDENCE OF INDEBTEDNESS UNDER THE PUBLIC SERVICE COMMISSION LAW FOR THE PERIOD FROM APRIL 15, 1913, TO DECEMBER 31, 1913.

No.	Name of Company.	Nature of security.	Amount allowed.	Date of permit, 1913.
1	Joplin & Pittsburg Railway Company.....	Bonds...	\$1,050,000	Apr. 25
2	Missouri, Kansas & Texas Ry. Co.....	Bonds...	54,978,000	Apr. 17
18	American Refrigerator Transit Company.....	Bonds...	2,150,000	June 3
20	Empire District Electric Company.....	Bonds...	220,000	May 22
21	Spring River Power Company.....	Bonds...	8,000	May 22
27	St. Louis & San Francisco R. R. Co.....	Bonds...	761,000	May 23
29	Missouri, Kansas & Texas Ry. Co.....	Notes...	1,710,000	May 28
37	Chicago, Rock Island & Pacific Ry. Co.....	Notes...	4,410,000	June 17
42	United Railways Company.....	Bonds...	750,000	June 28
43	United Railways Company.....	Bonds...	1,000,000	June 28
44	Terminal R. R. Association of St. Louis.....	Bonds...	954,000	June 27
47	Chicago & Alton Railroad Company.....	Bonds...	335,000	July 1
54	Shelby Northwestern Ry. Co.....	Bonds...	300,000	Sept. 22
		Stock...	100,000	Sept. 22
65	Kansas City Terminal Ry. Co.....	Notes...	1,000,000	July 12
67	Duenweg Water Works Company.....	Stock...	15,000	July 17
68	Southwest Missouri R. R. Co.....	Bonds...	80,000	July 17
78	Enterprise Telephone Company.....	Bonds...	3,000	Sept. 8
		Stock...	5,000	Sept. 8
82	Ozark Power and Water Company.....	Bonds...	2,000,000	Pending
88	St. Louis, Iron Mountain & Southern Ry. Co.....	Bonds...	28,584,500	Aug. 1

TABLE SHOWING ALL APPLICATIONS FOR AUTHORIZATION TO ISSUE STOCKS, BONDS, NOTES, ETC.—Continued.

No.	Name of Company.	Nature of security.	Amount allowed.	Date of permit, 1913.
95	Chicago & Alton Railroad Company.....	Bonds...	\$881,000	Aug. 5
101	St. Louis Southwestern Ry. Co.....	Notes...	660,000	Sept. 3
115	Chicago Great Western Railroad Co.....	Bonds...	3,116,000	Sept. 10
123	Bismarck, Bellevue Valley & Western Ry. Co....	Stock...	3,116,000	Sept. 10
137	Prairie Telephone Company.....	Stock...	30,000	Pending
137	Prairie Telephone Company.....	Stock...	20,000	Pending
180	St. Louis Southwestern Railway Co.....	Bonds...	180,000	Nov. 4
193	Jefferson City Light, Heat and Power Company..	Bonds...	125,000	Nov. 25
193	Jefferson City Light, Heat and Power Company..	Stock...	120,000	Nov. 25
196	Chicago, Milwaukee & St. Paul Ry. Co.....	Bonds...	470,917,700	Nov. 25
205	Chicago & Alton R. R. Company.....	Bonds...	823,000	Dec. 6
210	Paragould Southeastern R. R. Co.....	Bonds...	511,000	Dec. 15
212	Chicago, Rock Island & Pacific Ry. Co.....	Bonds...	4,994,000	Dec. 23
218	Cassville & Western Railroad Co.....	Bonds...	40,000	Pending
218	Cassville & Western Railroad Co.....	Stock...	60,000	Pending
228	Chicago Great Western R. R. Co.....	Bonds...	100,000	Dec. 22
230	Norborne Fuel, Ice and Light Co.....	Stock...	30,000	Pending
236	Jefferson City Light, Heat and Power Company..	Bonds...	70,000	Pending
239	Kansas City, Clay County & St. Joseph Ry. Co..	Bonds...	135,000	Pending
240	Missouri Southern Railroad Co.....	Stock...	685,300	Pending
241	Laclede Gas Light Company of St. Louis.....	Notes...	5,000,000	Pending
242	Union Depot Bridge and Terminal R. R. Co.....	Bonds...	8,000,000	Pending

CASES DISPOSED OF AND MANNER.

Of the more than two hundred cases filed before the Commission, much time has been given to the taking of testimony and to the consideration of ex parte proceedings, such as applications for authority to issue stocks and bonds by public service corporations and for certificates of public necessity and convenience to entitle new public service corporations to engage in business.

In addition to such ex parte proceedings, a large number of cases have been filed against public service corporations, in which complaints have been made that such corporations have failed or refused to render to the public the service required by law. The procedure in the class of cases last mentioned is somewhat similar to that of an ordinary law suit. There is the party complaining and the party against whom complaint is made, and the complaint and answer presenting the respective contentions of the parties. Thereupon a hearing is held before the Commission, or one or more members thereof, as may be ordered, and that is followed by the transcription of the testimony, the filing of briefs and the argument before the full Commission. The case is then taken under submission, is decided and an opinion is written setting forth the views of

the Commission upon the controverted questions, and an order is adopted in accordance with the views so expressed.

After the case is decided and before the order goes into effect, the losing party may file a motion for rehearing, and if unsuccessful in securing a rehearing, he may then have the action of the Commission reviewed in the Circuit Court, and either party or the Commission may appeal from the Circuit Court to the Supreme Court. Upon review in the Circuit Court or appeal in the Supreme Court, preference in time is given over all civil cases, except election contests. On review in the Circuit Court no new evidence may be introduced, but the cause is heard by the Court without a jury on the evidence and exhibits introduced before the Commission.

Of the contested cases thus filed many have been finally disposed of, and although they have been vigorously contested, and although no barrier has been interposed by the Commission to a full review in court of the "reasonableness or lawfulness" of its action, yet in no case thus far has such review been applied for.

As indicating the character of the contested cases thus disposed of, or heard and ready for disposition, we mention the following:

Complaints against railroad companies that a depot or station is required and should be established for the accommodation of the public where such convenience does not exist; that the rates charged for freight or passengers are unreasonable and unjust or discriminatory and that the carriers should be required to issue commutation tickets at reduced rates; that shipments of freight to certain terminals in this State are treated by the carrier as interstate shipments and a higher rate charged therefor, when, in fact, such shipments are intrastate and entitled to the lower rate fixed by the laws of this State; complaints against water companies that the water supplied for the use of consumers is unwholesome and that the rates charged therefor are unreasonable and discriminatory and that the company is refusing to comply with other provisions of its franchise, and similar complaints as to rates and service against gas, electric and telephone public service corporations.

In the hearing and trial of these cases before the Commission, as compared with the trial in a court of law or equity, the main difference is that the Commission, in accordance with the provisions of the Public Service Commission Law, does not adhere to strict rules of procedure in passing upon the pleadings and in the admission of testimony, nor as to granting continuances, etc. All tech-

nicalties are disregarded in hearing complaints and disposing of same. Such seems to be the spirit and intent of the Public Service Commission Law, for it specifically abolishes technicalities of every kind and nature, and the Commission tries to give effect to such intent of the Legislature.

REPORTS OF THE PUBLIC SERVICE COMMISSION.

With regard to publications of the Public Service Commission of the State of Missouri, Section 19 of the Public Service Commission Law provides:

"The Commission shall furnish its Secretary all of its findings, orders and decisions and the Secretary shall compile the same for the purpose of publication in a series of volumes to be designated 'Reports of the Public Service Commission of the State of Missouri,' which shall be published in such form and manner as may be best adapted for public information and use, and such authorized publications shall be competent evidence of the findings, orders and decisions of the Commission therein contained without any further proof or authentication thereof."

Thus, it will be observed, the Legislature not only made provision for an Annual Report by the Commission to the Governor and the Legislature, but, in addition thereto, requires the Commission, acting through its Secretary, to compile its findings, orders and decisions for publication and makes such authorized publications competent evidence of the findings, orders and decisions therein contained without further proof or authentication. The two above-mentioned reports are separate and distinct, the latter containing the findings, orders and decisions of the Commission only.

Of the many matters coming before the Commission some are handled informally, while others are treated in a formal manner. From their very nature, such matters as receive only informal attention do not demand action by the Commission as a Commission. In accordance with the provision in Section 24 of the Public Service Commission Law—"All hearings before the Commission or a Commissioner shall be governed by rules to be adopted and prescribed by the Commission"—the Commission has adopted Rules of Practice and Procedure and Forms Governing Matters Before the Commission. Therefore, whenever a matter of sufficient importance comes before the Commission, or is brought to its attention, proceedings are held therein in accordance with the Rules of Practice and Procedure and Forms Governing Matters Before the Commission and such provisions of the Public Service Commission Law as are applicable, the Commission treating the complaint or applica-

tion in a formal manner. The findings, orders and decisions of the Commission had in connection with such formal proceedings are to be found in the Reports of the Public Service Commission of the State of Missouri.

Opinions are not written and adopted by the Commission in all matters coming formally before it. It is the practice of the Commission to file written opinions only in such matters demanding its attention as are deemed to require a careful statement of the grounds of decision or a permanent public record of the facts in relation thereto. However, in all matters presented formally to the Commission, the Commission has adopted the plan of entering an order, and in all instances the order entered in the case, at least, will appear in the report. In this way all cases coming before the Commission in a formal proceeding are to be found reported in the Reports of the Public Service Commission of the State of Missouri; and whether there be an opinion and an order, or merely an order, the same process is followed in the compilation of each individual case.

Mindful of the fact that the findings, orders and decisions thus compiled by the Secretary to the Commission are competent evidence of the Commission's action in the cases therein reported, the Commission, in order that the publication containing its findings, orders and decisions shall be published in such form and manner as may be best adapted for public information and use, has adopted the following general scheme with regard thereto:

Only such matters as have been finally disposed of are reported in the Reports of the Public Service Commission of the State of Missouri. For instance: After a case has been disposed of upon the original hearing, the same will be held until the time for filing a motion for rehearing shall have expired; and in the event a motion for rehearing is filed, the case will not appear in the report until a finding, order or decision is rendered upon such motion. Whenever a motion for rehearing is filed in any matter passed upon by the Commission and a finding, order or decision is rendered upon said motion, the finding, order or decision filed in the original hearing will appear in the report in connection with the finding, order or decision upon the motion for rehearing. In this manner, one having occasion to refer to any individual case has the whole of the Commission's action with regard thereto and does not have to search through additional pages in order to ascertain whether the identical case was later considered by the Commission.

Each case in the report appears under its appropriate title; and in connection therewith the Commission's docket number, the date when finally submitted and the date upon which the finding, order or decision was filed are noted. Following this, the headnotes, or syllabi, with apt catch-words, appear, and then the appearances for the various parties are set out. In the preparation of the syllabi every point or proposition at issue in the case and which has been passed upon by the Commission in the determination of the same, whether obviously essential to the precise basis of the particular decision or not, is usually included; and wherever feasible, the exact language employed in the finding, order or decision is to be found embodied in the syllabus. From the matter thus incorporated in the syllabus appropriate catch-words are compiled, with a view to enable the searcher to comprehend at a glance the matter therein discussed.

Immediately following the noting of the appearances for the various parties is the report of the Commission. The Commissioner writing the same is designated, or in the event a finding, order or decision is the work of the Commission sitting as a body, the same is indicated by the words "BY THE COMMISSION." From this point on, all matter found in the report in connection with the individual case is the work of the Commission and as such is the matter which is competent evidence of the Commission's findings, orders and decisions.

For the convenience of those having occasion to refer to the findings, orders or decisions of the Commission and in order that they may keep in closer touch with the work of the Commission, the Commission has caused its findings, orders and decisions to be issued in the form of "advance sheets," which will appear from time to time. These advance sheets, when of convenient size, are to be compiled in bound volumes.

At the close of each advance sheet and also the bound volume is to be found an INDEX-DIGEST, which is a compilation of the syllabi found therein. It is to be hoped that this index-digest will be of service to those who make use of the reports in that they may the more easily and readily find the subject-matter for which they are searching. Each case decided during the period covered by the advance sheet or bound volume is to be found in the index-digest. Every point in each syllabus is collected in this compilation and is to be found arranged under its apt title with such subdivisions and paragraph headings as are necessary, together with cross-refer-

ences whenever the occasion demands. An effort is made to classify the various public service corporations coming under the supervision and jurisdiction of the Commission and to include thereunder such of the syllabi as in any manner appertain thereto, even though indirectly; and each syllabus is again classified according to the heads noted by the catch-words, thus opening every possible avenue leading the searcher directly to the subject-matter which he is seeking. While each point is stated as concisely as possible in the syllabus, still it is hoped that the same is sufficiently complete to make needless references to the cases, in most instances, unnecessary. The citation found at the close of each syllabus has been arranged so as to show the title of the case and the page in the report at which the same may be found.

Furthermore, each case reported in the advance sheets and bound volumes is to be found indexed according to the parties therein at the beginning of the advance sheet and volume in which the same appears.

The Reports of the Public Service Commission of the State of Missouri are thus prepared for the use of the public and the public service corporations as well as lawyers, and it is believed that they will prove of equal value to all.

Section 21 of the Public Service Commission Law makes provision for the fees to be charged and collected by the Commission, and, after an enumeration of various items—among which is not to be found the "Reports of the Public Service Commission of the State of Missouri"—states that "the Commission may fix reasonable charges for publications issued under its authority." After a careful estimate of the cost of publishing and delivering the Reports of the Public Service Commission of the State of Missouri and the advance sheets thereto, and considering the possible list of subscribers therefor, together with a reasonable price for the same, it was decided to charge \$2.50 per volume, which amount includes receipt of advance sheets as the same are issued, and \$.35 for single copies of advance sheets.

It is suggested that the findings, orders and decisions found in the Reports of the Public Service Commission of the State of Missouri may be conveniently cited by giving, first, the title of the complaint or application (found in black caps and at the top of the pages); and, second, following the same with — Mo. P. S. C. —.

INVESTIGATION AND SUSPENSION CASES.

The Public Service Commission Law authorizes the Commission to suspend tariffs, rules and regulations naming increased rates of any of the public service corporations coming within the jurisdiction of the Commission for the purpose of investigating and determining whether such rates should be permitted to become effective or not, this power being similar to that granted the Interstate Commerce Commission.

The Commission has instituted sixteen investigation and suspension proceedings to December 31, 1913. Some of these investigations and suspensions include a large number of tariffs in the one order of suspension. These suspensions include various proposed increased rates, such as team track storage charges, cord-wood, rates, telephone rates, excess baggage scrip books, agricultural implements, water rates and commutation tickets. In some of these cases the carriers sought to withdraw certain rates which had been heretofore granted the public. In one case—that of the proposed increased rates of the Southwestern Telegraph and Telephone Company (Bell)—the proposed increased rate in the telephone exchange in the City of St. Louis was estimated by the officials of the Company to aggregate \$157,000 per annum. Hearings have been set in these proceedings and the Commission hopes to conclude the same at its earliest possible convenience. Under the statute the first suspension may be for 120 days and if the Commission is unable to complete its investigation by that time it is authorized to order a further suspension for six months to enable the Commission to complete its investigations and determinations as to whether the proposed increased rates or withdrawal of rates and privileges heretofore granted should be allowed by the Commission.

In the proposed increased telephone rates in the City of St. Louis and Caruthersville by the Bell company the Commission has ordered a valuation and audit of the telephone company's property by the Commission's engineers and accountants. These investigations will involve a large amount of work on the Commission and its employees, but without such investigation the Commission has no intelligent way of knowing whether the proposed increased rates should be allowed or not.

GENERAL ORDERS.

The Commission so far has adopted nine General Orders and has two others under consideration. In adopting such orders the general custom has been to serve a copy of the proposed order and the rules and regulations connected therewith on all parties to be affected thereby, and thereafter the Commission holds a public hearing as to whether such orders should be adopted or not. This has been of great value to the Commission, as at such hearings the Commission receives the benefit of many good suggestions coming from practical operating officials and employees who are to be affected by the adoption of such orders and regulations. In this way the Commission is better able to judge whether such orders should be adopted and if so what should be their terms and requirements.

The title of each of these General Orders sufficiently indicates the subject and objects of each as follows:

GENERAL ORDER No. 1.

Regulations prescribing the form and governing the filing and publication of rate schedules of telephone corporations.

GENERAL ORDER No. 2.

Regulations prescribing the form and governing the construction and filing of freight tariffs and classifications and passenger fare schedules of railroad corporations, street railroad corporations and steamboat companies.

GENERAL ORDER No. 3.

Regulations governing the reporting of railroad and street railroad accidents.

GENERAL ORDER No. 4.

In the matter of discrimination by telephone corporations in the calling of telegraph corporations.

A rehearing has been granted on this order and the same has been set down for a public hearing.

GENERAL ORDER No. 5.

Regulations prescribing the form and governing the filing and publication of schedule of rates of electrical corporations and municipalities.

GENERAL ORDER No. 6.

Regulations prescribing the form and governing the filing and publication of schedules of rates of gas corporations and municipalities.

GENERAL ORDER No. 7.

Regulations prescribing the form of governing the filing and publication of schedules of rates of water corporations and municipalities.

GENERAL ORDER No. 8.

Regulations prescribing the form and governing the filing and publication of schedules of rates of heating companies and municipalities.

GENERAL ORDER No. 9.

In the matter of accidents of steam railroads.

This order has been prepared and its adoption is now being considered by the Commission.

GENERAL ORDER No. 10.

Rules governing the construction, maintenance and operation of interlocking plants.

GENERAL ORDER No. 11.

Block-signal, interlocking and train-order statistics.

VALUATION WORK.

Before the Commission was able to organize its Engineering Department it was found necessary to employ an engineer to make a valuation of the electric light plant at Springfield to be used in a rate complaint filed by certain business firms of that city against said company. This case is now pending before the Commission for final argument and determination.

Since the Engineering Department of the Commission was organized in September last, valuations of the following named companies are being made as follows: Mississippi River & Bonne Terre Railroad; Cape Girardeau & Northern Railroad; Missouri & North Arkansas Railroad; Missouri Southern Railroad; Kansas City, Clay County & St. Joseph Interurban Railroad; Cassville and Western Railroad. All of the railroad valuations except the Cassville & Western are being made for rate-making purposes. The valuation of the latter company is being made on application to

issue stocks and bonds. The Interurban railroad valuation is made to enable the Commission to know whether commutation tickets should be given by said road. The Commission is now making a valuation of the telephone exchanges of the Southwestern Telegraph and Telephone Company at St. Louis and Caruthersville for the purpose of rate-making. The Ozark Power and Water Company is being valued for a bond issue.

The accountants of the Commission are now making an audit of the books of these several companies to enable the Commission to know the details of the original cost, income and operating expenses of such companies.

The Commission made a valuation and audit of the electric light plant at Kirksville in a rate case which is now pending before the Commission for final determination.

This Commission is co-operating with the Interstate Commerce Commission in the National Valuation of all interstate carriers in this State. A member of this Commission has been selected by the National Railway Association as a member of the Executive Committee for the Fourth Valuation District to co-operate with the Interstate Commerce Commission in the valuation of the railroads in said district. By this co-operation with the Interstate Commerce Commission this Commission will be furnished duplicate copies of all data furnished that Commission and will be kept in close touch with the valuation of the railroads of this State as the work progresses by said Commission and its able corps of engineers and accountants. By so doing the Commission will save the large expense of duplicating this valuation work of the railroads of this State. Under the act passed by Congress the Interstate Commerce Commission is required to ascertain and report the original cost of the construction of the various railroad properties to be valued, the amount of money which has gone into them and the sources from which it has been derived. The act further provides that an inventory shall be made of the property to be valued and that the Interstate Commerce Commission shall ascertain and report the cost of reproduction new, and the cost of reproduction less depreciation. By means of this co-operation the representatives of the Interstate Commerce Commission have assured a representative of this Commission that duplicate copies of all information made or obtained by the Interstate Commerce Commission and its employees will also be furnished this Commission, which will enable this Commission to have a complete dupli-

cate file of all information obtained by the Interstate Commerce Commission.

LIBRARY.

In order that the Commission may have as full and complete reference as is possible to all matters and things which in anywise appertain to the jurisdiction, supervision, powers and duties of it under the Public Service Commission Law, the Commission has established a library wherein is to be found such publications bearing upon the Commission's work as are best suited to its needs. The library is still in its incipency, and as it is the desire of the Commission to have included therein all publications bearing upon questions arising under the Public Service Commission Law and the work of the Commission, additions are being made thereto from time to time.

At the present time one may find in connection with the library the reports of the Supreme Court of the United States; publications of the Interstate Commerce Commission, including the decisions of the Commission; the Missouri Supreme and Appellate Courts' reports; the Laws of the State of Missouri; the Annual Reports of the various state commissions whose work is analogous to the work of this Commission, and the reports of such of said commissions as cause their findings, orders and decisions to be compiled in separate volumes; and text-books bearing upon some or all of the many questions arising in connection with public service regulation or the applications of principles of law thereto. Among the latter are such works as Pond on Public Utilities, Wyman on Public Service Corporations, Ivins & Mason on The Control of Public Utilities, Joyce on Franchises, Wilcox on Municipal Franchises, Floy on Valuation of Public Utility Properties, Foster on Engineering Valuation of Public Utilities and Factories and Wyer on Regulation, Valuation and Depreciation of Public Utilities.

The library of the Public Service Commission is open to all, and already many have availed themselves of the opportunity thus afforded them by reference to works found in the library in the presentation of matters before the Commission.

In addition to the library proper the Commission subscribes for a number of the latest and best weekly and monthly publications for each of the several departments. In this manner the Commission hopes to keep itself and its employees in thorough touch with public service regulation throughout the United States.

EXPENSES OF COMMISSION AND FEES COLLECTED.

The statute fixes the salary of the Commissioners, Counsel and Secretary, which was provided for by an appropriation made in the usual manner.

The Legislature also appropriated for the Commission as a contingent fund the sum of \$150,000 to pay all the salaries of its employees for the twenty and one-half months and certain incidental expenses which had to be incurred by the Commission.

The Commission has had a very heavy expense to meet in fitting up its offices and buying practically all of its office furniture, fixtures and working equipment necessary for the efficient performance of its duties and its various Departments.

The total expenditures of the Commission for the eight and one-half months ending December 31, 1913, from its contingent appropriation for the salaries of employees, expenses for office furniture, fixtures and supplies amount in the aggregate to the sum of \$34,589.99.

During this same period the Commission has collected fees and paid into the State Treasury for the authorization of bonds, certified copies of transcripts and orders, etc., the aggregate sum of \$35,308.85.

Thus the fees have exceeded the total expenses from the contingent appropriation in the sum of \$718.86.

While the Legislature did not expect the fees to anything like equal the expenses of the Commission, yet it is gratifying that they have a little more than equalled the expenses thus far. Of course no one can anticipate in advance what fees will be collected by the Commission, and in fact the Commission regards the collection of fees as a mere incident to the more important work it is endeavoring to do in the way of giving reasonable rates and better service.

CO-OPERATION.

The Commission adopted the policy of co-operating with the mayors and county officials of the various cities and counties of the State in all local matters pertaining to grade separation and other phases of public service regulation in any way local to the community. The efforts of the Commission along these lines have met with the heartiest response. Any mayor, under the provisions of the Public Service Commission Law is authorized to file complaints

before the Commission as mayor of his city or town. The cumbersome methods of passing legislation through city councils in the nature of ordinances is avoided.

The Commission has also found a remarkably frank and open attitude towards it by all of the public service corporations and utilities of the State coming within its jurisdiction of supervision and regulation. Not a single appeal so far has been taken from any of the orders of the Commission. All public service corporations seem to recognize that fair and just regulation by the State has come to stay and that such regulation is as much for their protection as for the protection of the public. The Commission has unhesitatingly dismissed complaints, after a thorough investigation, when found to be without any just merit.

The Commission has held many informal conferences with the officers and employees of various utilities of the State and by so doing a better understanding of the rights of all parties concerned has been brought about.

Immediately following the decision of the Supreme Court of the United States rendered last June sustaining the two cent passenger fare and maximum freight rate statutes of this State, a conference was called by the Commission with the officials of the various railroads affected thereby and the roads agreed with the Commission to put in force and effect at once these statutory rates, which was done without waiting the thirty days for the mandates of the Court to be filed.

The Commission has secured assistance from the State Board of Health in its investigations of certain complaints against the purity of water furnished by some of the water companies of the State. A number of bacteriological tests of the water supply of the cities where these complaints originated have been made for the Commission.

The State Highway Commissioner, county courts, and county highway engineers have co-operated with the Commission in the abolishment of grade-crossings which has been undertaken by the Commission in counties.

RECOMMENDATIONS.

Inasmuch as the Forty-Eighth General Assembly will not convene until the early part of January, 1915, the Commission deems it best to further study the practical workings and operations of the Public Service Commission Law before making any recommen-

dations for the consideration of your Excellency or of the Legislature.

The Commission is now making a careful study of all of the railroad statutes of this State to the end that a complete revised railroad act may be presented to the next Legislature, free from the many inconsistencies and incongruities found in the laws as they now exist on our statutes. The railroad laws have been added by piecemeal, as it were, and many of them are almost inexplicable from a practical operating standpoint or a practical construction by the Commission. While such a revision will mean an enormous amount of work, yet the Commission feels that such should be undertaken and completed and printed before the convening of the next Legislature in order that the subject may be brought to the early attention of the Legislature on its convening.

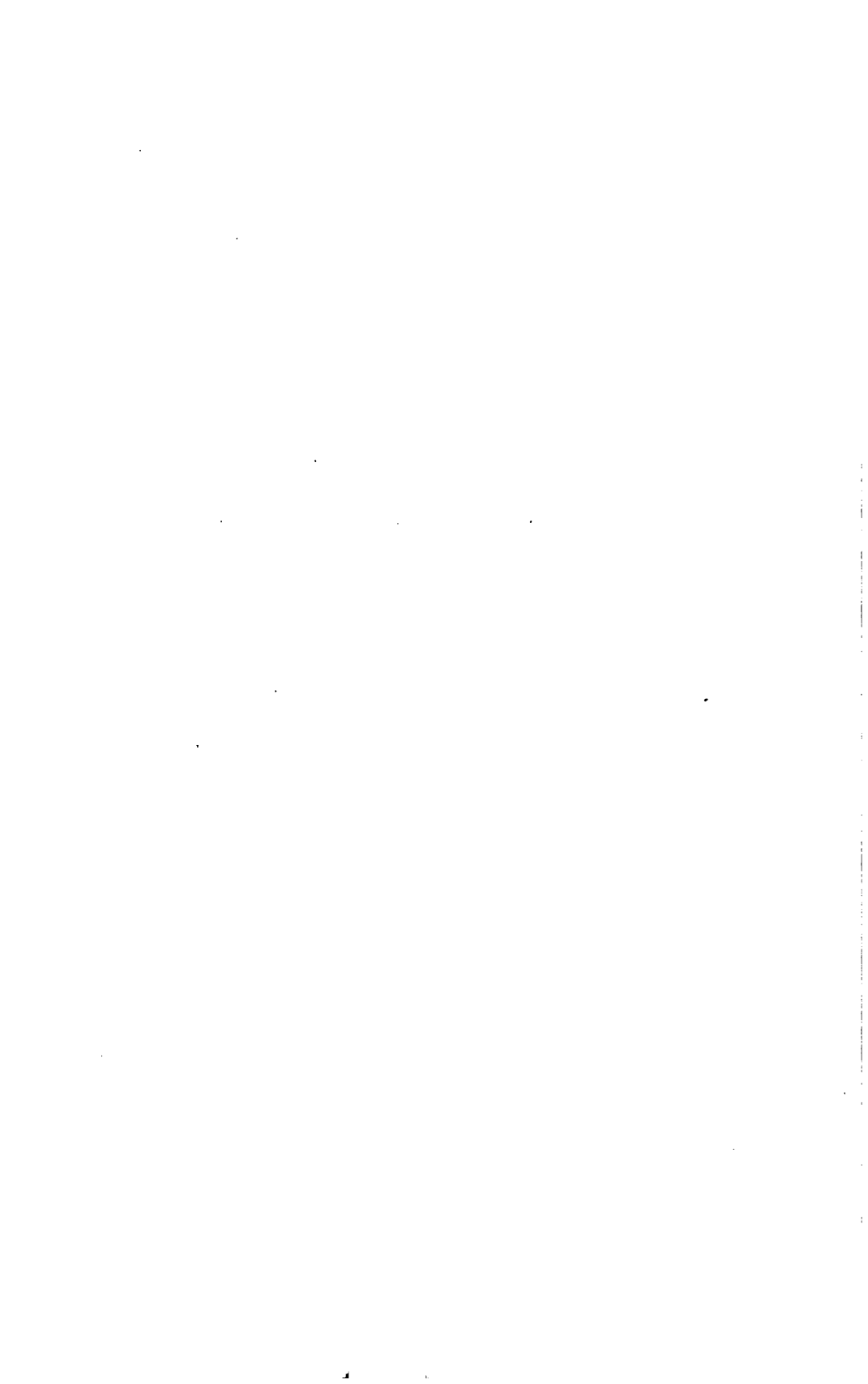
The Commission is further making a special study of the various public service regulation statutes of other states which have state commissions. It is making a special investigation of the operations and effect of what is commonly called "Indeterminate Franchise Laws" which have been adopted by a number of states, and said to be of great benefit to the public and the public utilities.

The Commission will be pleased to report all of its recommendations relative to proposed legislation to the Forty-Eighth General Assembly in its Second Annual Report.

The Commission enters upon a discharge of its many official duties for the year 1914 feeling that its organization work perfected during the past eight and one-half months will be a great advantage to the members thereof and its corps of employees in the faithful discharge of the same.

All of which is respectfully submitted.

JOHN M. ATKINSON,
WM. F. WOERNER,
JOHN KENNISH,
HOWARD B. SHAW,
FRANK A. WIGHTMAN,
Commissioners.



APPENDIX A.

Formal Complaints Against Common Carriers.

Date, 1913.	Name.	Subject.	Disposal.
May 2.....	F. Titus et al. The K. O., C. O. & St. J. Ry. Co.	Complaint alleging necessity for additional stations.	Dismissed without prejudice July 11, 1913.
May 23.....	T. S. Doty et al. The K. O., C. O. & St. J. Ry. Co.	Complaint alleging excessive passenger fare.	Pending.
May 24.....	D. B. Pigg M., K. & T. Ry. Co.	Excessive rate on coal.	Reduction ordered August 5, 1913.
May 24.....	New Home Land Co. et al. St. L. & S. F. R. Ry. Co. et al.	Complaint alleging increase in coal rates from complainants' mines.	Withdrawn by complainants July 29, 1913.
May 29.....	Allen & Haase O., B. & Q. R. Ry. Co. et al.	Complaint alleging inadequate depot facilities at East Atchison, Mo.	O., B. & Q. and C., R. I. & P. R. Ry. ordered to provide suitable station Sept. 10, 1913.
June 6.....	Chas. F. Shafer et al. Mo. Pac. Ry. Co.	Complaint alleging dangerous crossing at Malta Bend, Mo.	Settled by agreement, and order issued accordingly July 12, 1913.
July 3.....	Howard Lindsey et al. K. C. & Westport Belt Ry.	Complaint alleging failure to furnish service to connect with Frisco trains at Dodson, Mo.	Department notified service will be given in future; July 10, 1913.
July 7.....	W. H. Harrison A., T. & S. F. Ry.	Dangerous crossing near Kahoka.	Dismissed Sept. 25, 1913, on installation of alarm bell.
July 14.....	Frank A. Woodruff, Mayor of Gallatin, Mo., C., R. I. & P. Ry. Co.	Complaint alleging inadequate train service.	Dismissed as to trains 3 and 4, defendant agreeing to stop 11 and 12; so ordered July 28, 1913.
July 14.....	S. B. Allee Mo. Pac. Ry. Co.	Train service at Clarksburg.	Adjusted Aug. 20, 1913, by defendant agreeing to stop train No. 3.
July 17.....	J. O. Orane et al. Mo. & N. A. R. Ry. Co., a corporation, and Geo. L. Sands, Jesse McDonald and W. S. Holt, as Receivers of said Railroad.	Inadequate depot facilities at Ridgley, Mo.	Settled by agreement Oct. 26, 1913.
July 21.....	R. T. Smith O., B. & Q. R. Ry. Co., A. A. Stone, Intervenor.	Depot at Utica.	Construction of depot within limits of town ordered, Oct. 20, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 21.....	Wm. H. Harrison v. A., T. & S. F. Ry.	Dangerous crossing.	Alarm bell installed Sept. 8, 1913.
July 26.....	Civic League of California, Mo., v. Mo. Pac. Ry. Co.	Inadequate depot facilities.	Adjusted by agreement Sept. 5, 1913.
Aug. 1.....	Warren L. Clark v. Wells Fargo & Co. Express.	Overcharge on shipment from St. Louis to Kansas City.	Refund ordered Aug. 1, 1913.
Aug. 4.....	S. W. Mo. Millers' Club v. Mo. Pac. Ry. Co. et al.	Complaint against withdrawal of milling in transport privilege.	Pending.
Aug. 8.....	Chas. M. Street v. St. Joseph Ry., L., H. and P. Co.	Service to Bartlett Park.	Dismissed Oct. 11, 1913.
Aug. 16.....	I. B. Knight et al. v. Ford Harvey and R. J. Dunham, Receivers for the Metropolitan St. Ry. Co., a cor- poration.	Complaint alleging inadequate service in Fairmount Park territory in winter, and excess fare.	Pending.
Aug. 16.....	The Board of Trade of Kansas City, Mo., v. A., T. & S. F. Ry. Co. et al.	Complaint alleging unsatisfactory handling of grain shipments.	Pending.
Aug. 16.....	E. S. Morris et al. v. St. L. Elec. Term. Ry. Co.	Service and charges.	Dismissed by complainants Oct. 31, 1913.
Aug. 28.....	McCaull-Dryer Tie Co. v. St. L. & S. F. R. R. Co.	Complaint alleging refusal to apply Mo. Max- imum Rates.	Pending.
Aug. 28.....	McCaull-Dryer Tie Co. v. St. L. & S. F. R. R. Co.	Overcharge on shipment of ties.	Complainant acknowledged refund, and or- der of dismissal issued Nov. 17, 1913.
Sept. 6.....	T. K. Bowman et al. v. Springfield City Water Co.	Complaint alleging failure to furnish water in sufficient quantity; that water is im- pure, etc.	Pending.
Sept. 8.....	Clyde Gibson v. M., K. & T. Ry. Co.	Complaint alleging overcharge on shipments of cement.	Permitted to make refund issued Sept. 23, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Nov. 28.....	Dillman Egg Case Co. v. St. L. & S. F. R. R. Co.	Excessive rates on box lumber.	Pending.
Dec. 2.....	McCaull-Dryer Tie Co. v. Mo. Pacific Ry. Co.	Overcharge on shipments of ties.	Pending.
Dec. 5.....	J. P. Evers v. St. L. & S. F. R. R. Co.	Dangerous crossing at Berry road, St. Louis county.	Pending.
Dec. 6.....	West End Business Men's Ass'n of St. Louis v. United Ry. Railways Co. and Terminal R. R. Ass'n.	Inadequate service on Union Avenue Line, and dangerous crossing on Union Avenue, St. Louis.	Pending.
Dec. 6.....	Meriden Creamery Co. v. O., B. & Q. R. R. Co.	Unsatisfactory rates and handling of shipments of milk and cream at Kansas City.	Pending.
Dec. 9.....	Union Cooperage Co. v. Butler County R. R. Co. et al.	Overcharge on shipments of box lumber through change of rate without notice.	Pending.
Dec. 10.....	Wm. J. Gibbons v. United Rys. Co.	Excessive fare and discrimination in service on Midland or Page Ave. line.	Pending.
Dec. 16.....	Henry W. Kiel, Mayor of St. Louis, v. Wabash R. R. Co. et al	Dangerous crossings.	Pending.
Dec. 16.....	Henry W. Kiel, Mayor of St. Louis, v. St. Louis, Oak Hill & Carondelet Ry. and City of St. Louis.	Dangerous crossings.	Pending.
Dec. 16.....	Henry W. Kiel, Mayor of St. Louis, v. C., R. I. & P. Ry., United Rys. Co. and City of St. Louis.	Dangerous crossings.	Pending.
Dec. 16.....	Henry W. Kiel, Mayor of St. Louis, v. St. Louis, Oak Hill & Carondelet Ry. Co., United Rys. Co. and the City of St. Louis	Dangerous crossings.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 16.....	Henry W. Kiel, Mayor of St. Louis, Wabash, R. R. Co., Receivers of Wabash R. R. Co. and the City of St. Louis.	Dangerous crossings.	Pending.
Dec. 16.....	Henry W. Kiel, Mayor of St. Louis, Missouri Pacific Ry. Co. the St. L. I. M. & S. Ry. Co. and the City of St. Louis.	Dangerous crossings.	Pending.
Dec. 22.....	Village of South Gifford I. & St. L. R. R. Co.	Depot facilities at South Gifford.	Pending.

APPENDIX B.

Formal Complaints Against All Other Public Utilities.

Date, 1913.	Name.	Subject.	Disposal.
Apr. 22.....	L. M. Dunlap et al. v. Mo. & Kan. Tel. Co.	Unreasonable rates or charges to subscribers of Fairmount Exchange territory.	Pending.
Apr. 28.....	C. A. Lester et al. v. Mo. & Kan. Tel. Co.	Unreasonable rates or charges to subscribers of Mt. Washington Exchange territory.	Pending.
Apr. 28.....	City of Independence v. Mo. & Kan. Tel. Co.	Unreasonable rates and charges at Independence.	Order issued Oct. 28, 1913.
Apr. 28.....	City of Independence v. The Kansas City Home Tel. Co.	Unreasonable rates or charges at Independence.	Order issued Sept. 22, 1913.
May 13.....	McGregor Noe Hardware Co. et al. v. Springfield Gas Co.	Unreasonable rates or charges at Springfield.	Pending.
May 22.....	J. G. Weaver et al. v. Kansas City Long Distance Telephone Co.	Unreasonable rates or charges to subscribers of Hickman Mills Exchange territory.	Order issued Oct. 27, 1913.
June 3.....	E. S. Atkinson et al. v. Mo. & Kan. Tel. Co.	Unreasonable rates or charges in territory south of and adjacent to the city of Independence.	Pending.
June 19.....	The City of Joplin v. The Home Tel. Co., a corporation, et al.	Unreasonable rates or charges, discrimination, unsatisfactory service, etc.	Order issued Oct. 6, 1913.
.....	City of Joplin v. Home Telephone Co. of Joplin, Mo., et al.; Kinloch L. D. Tel. Co. of Mo., Intervenor. Filed Oct. 23, 1913.	Application for rehearing of above case—to protect contract for long distance service, etc.	Pending.
June 26.....	J. J. Cole et al. v. Ft. Scott & Nevada L., H., W. & P. Co.	Discrimination in rates, unsatisfactory service, illegal charges, etc.	Order issued Nov. 17, 1913.
July 2.....	DeKalb County Telephone Co. v. Worthy H. Redman.	Construction and operation of competitive plant at Weatherby, Mo.	Order of dismissal issued Sept. 9, 1913.
July 3.....	Crane Telephone Co. v. Barry County Mutual Tel. Co.	Discrimination in rates and inefficient maintenance.	Order issued Nov. 17, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 7.....	W. B. Calvert et al. v. Clinton L. & W. Co.	Discrimination in rates, insufficient pressure, unsatisfactory condition of water, etc.	Order issued Nov. 17, 1913.
July 7.....	Enterprise Telephone Co. v. Boonville Telephone Co.	Discrimination in service.	Dismissed without prejudice July 24, 1913.
July 10.....	S. W. Weaver et al. v. Kirksville L., P. & I. Co.	Unreasonable rates or charges.	Pending.
July 11.....	J. Ben Sims v. Columbia Telephone Co.	Excessive charges, unsatisfactory service, etc.	Pending.
July 14.....	The Farmers & Merchants Mutual Tel. Co., v. The Missouri & Kansas Telephone Co.	Need of physical connection at California, Mo.	Order issued under stipulation Sept. 30, 1913.
July 14.....	City of Boonville v. M. & K. Telephone Co.	Violation of franchise.	Withdrawn without prejudice July 24, 1913.
July 22.....	Joel T. Morris et al. v. Ozark Bell Telephone Co. et al.	Rates and service between Sparta, Chadwick, Ozark and Springfield.	Order issued Nov. 17, 1913.
Aug. 7.....	Charleston Commercial Club v. Mo. Pub. Utilities Co.	Unsatisfactory water rates and service.	Pending.
Sept. 2.....	F. L. Ludemann, Mayor of Sedalia, v. City Light & Traction Co.	Complaint alleging excessive charge for light.	Pending.
Sept. 9.....	M. F. Parker et al. v. City of Pleasant Hill.	Unsatisfactory water service, insufficient supply, etc.	Order issued Oct. 28, 1913.
Sept. 17.....	S. E. Spencer, President, and M. V. Carroll, Secretary of the Sedalia Booster Club, v. City Water Co., a corporation.	Insufficient water supply and unsatisfactory quality.	Pending.
Sept. 17.....	F. L. Ludemann, Mayor of the City of Sedalia, Mo., v. The City Water Co.	Insufficient supply and unsatisfactory quality of water.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Sept. 17.	J. W. Brown et al. v. Lawrence County L., W. & C. S. Co.	Excessive charges for water and electricity.	Pending.
Sept. 22.	City of Mexico v. Mexico Power Co.	Excessive minimum charge.	Pending.
Sept. 26.	City of Butler v. Chas. E. Stephenson.	Proposed discontinuance of water service.	Pending.
Oct. 11.	Earle L. & Cora P. Robinson v. St. Joseph Gas Co.	Refusal to lay mains before certain streets are improved.	Dismissed Dec. 23.
Oct. 21.	J. J. Devine v. Katy Mutual Telephone Exchange.	Refusal to furnish telephone service.	Order issued Dec. 22.
Nov. 15.	W. R. Journey v. Citizens Telephone Co. et al.	Unlawful change of rules, rates and service at Higginsville, Mo.	Pending.
Nov. 22.	T. B. Hickman v. Columbia Telephone Co.	Excessive charges against Farmers' Lines.	Pending.
Nov. 25.	City of Webb City v. Home Telephone Co. et al.	Consolidation of exchanges and service at Webb City.	Order issued Nov. 25, 1913.
Nov. 26.	C. F. Blanke Tea & Coffee Co. v. Laclede Gas Light Co.	Excessive rates and discrimination.	Pending.
Nov. 26.	J. H. Forbes Tea & Coffee Co. v. Laclede Gas Light Co.	Excessive rates and discrimination.	Pending.
Nov. 26.	H. P. Coffee Co. v. Laclede Gas Light Co.	Excessive rates and discrimination.	Pending.
Dec. 8.	O. F. Meek et al. v. Consumers Electric L. & P. Co.	Rates, charges, discrimination and unsatisfactory contracts at De Soto.	Pending.
Dec. 10.	Adams Telephone Co. v. Clarksburg Telephone Exchange et al.	Operation of telephone exchange and leads without franchise or certificate of necessity.	Pending.

APPENDIX C.

Applications for Certificates of Public Necessity and Convenience.

Date, 1913.	Name.	Subject.	Disposal.
June 30.....	Application of the Shelby Northwestern Railway Company.	Construction of its line of railroad.	Granted Aug. 5, 1913.
July 16.....	Application of Enterprise Telephone Co.	Permission to exercise a franchise and permit granted by the City of Boonville.	Granted Aug. 6, 1913.
Aug. 4.....	Application Peirce City Farmers Mutual Telephone Exchange Co.	To establish and maintain a switching station at Peirce City, Mo.	Pending.
Sept. 9.....	Application of Bismarck, Bellevue Valley & Western Railway.	Extension of its line of railroad.	Granted Oct. 28, 1913.
Sept. 11.....	Application of Robert Black.	To carry on, build, construct and operate a water works plant in Prosperity, Mo., in pursuance of franchise granted applicant by County Court of Jasper County.	Granted Oct. 6, 1913.
Oct. 8.....	Application of Prairie Telephone Co. of Jackson County, Missouri.	To install telephone plants in and about the cities of Lees Summit and Greenwood in Jackson County, Mo.	Pending.
Nov. 1.....	Application of Ava Electric Light Company.	For permission and approval on building and constructing an electric light, power and heat plant; exercising rights and privileges under franchise and charter, rates charged and meters used, right-of-way permit, etc.	Certificate granted Dec. 6.
Dec. 23.....	Application of Cape Girardeau-Jackson Interurban Ry. Co. et al. for order approving street car franchise, also for order authorizing certain persons to sell stock and bonds of said Ry. Co. to Light & Development Co. of St. Louis.	To operate street car line under franchise in Cape Girardeau, Mo., and to sell stock and bonds.	Granted as to operation of car line; dismissed as to stock and bonds—same consummated before organization of this commission.

APPENDIX D.

Miscellaneous Formal Complaints and Applications.

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Date, 1913.	Name.	Subject.	Disposal.
Apr. 28.....	Application of St. L. & S. F. R. R. Co., short time switching rates.	Switching rates on chats at Granby.	Order issued April 28, 1913.
Apr. 29.....	Application of Wabash R. R. to establish shuttle train service to Fair Grounds at Moberly.	Shuttle train service for summer season to Moberly fair grounds.	Order issued May 2, 1913.
Apr. 30.....	Application Deering Southwestern Ry. for short time rate on scrap iron.	Rate on scrap iron from Deering to Blazer.	Order issued May 2, 1913.
May 3.....	Application of K. C. & St. J. Ry. Co. for order allowing change of rates without notice and publication required by law.	Change in passenger fares to Excelsior Springs.	Order issued May 5, 1913; rescinded May 16, 1913; pending.
May 7.....	Application of J. J. Astor to sell and Mo. Public Utilities Co. to buy certain electric properties.	Sale and purchase of electric light plant and franchise at Chaffee, Mo.	Order issued Sept. 30, 1913.
May 8.....	Application of DeWitt & Shobe to cross Mo. Pac. Ry. Co.'s main line with temporary tram track.	Tram track crossing of Mo. Pac. Ry. Co.'s main line temporarily while constructing Government dykes near Sandy Hook station.	Order issued May 30, 1913.
May 16.....	Application of Southwest Mo. R. R. Co. for ruling upon question of its authority to continue practice of carrying free certain individuals.	Use of free transportation under P. S. C. Law.	Order issued June 23, 1913.
May 16.....	Application of C. B. & Q. R. R. Co. to establish reduced rate on cull ties, on less than statutory notice.	Reduction of rate on cull ties, St. Louis to Shelbyville, on 24 hours' notice.	Order issued May 17, 1913.
May 17.....	Application of Queen City Mutual Telephone Co. to purchase a certain franchise and property.	Sale and purchase of franchise and telephone property at Queen City.	Order issued June 21, 1913.
May 17.....	Application of St. L. & S. F. R. R. Co. for permission to reduce rates from St. Louis to Old Orchard, inclusive, on less than statutory notice.	Reduction of rates, St. Louis to Old Orchard, inclusive, on 24 hours' notice.	Order issued May 17, 1913.
May 19.....	Application Wabash R. R. Co. for permission to reduce freight rate on rip-rap on less than statutory notice.	Reduction of rate on rip-rap, Kansas City to Excelsior Springs, on 5 days' notice.	Order issued May 20, 1913.
May 27.....	Investigation of wreck on Mo. Pac. main line near Brant siding.	Head-on collision between trains 10 and 11.	Report filed and adopted June 27, 1913.
June 7.....	Accident on Mo. Pac. main line at Gray Summit.	Side-swipe of engine No. 2399 by engines 138 and 95.	Report filed June 16, 1913.

Date, 1913.	Name.	Subject.	Disposal.
June 12.	Application of St. L. & S. F. R. R. Co. for permission to establish reduced rate on sand on less than statutory notice.	Reduction of carload rate on sand, Ludwig to Festus, Mo.	Order issued June 12, 1913.
June 16.	Application of Wabash R. R. Co. for permission to establish reduced rate on water on one day's notice.	Reduction of carload rate on water, Keytesville to Huntsville, empties returned free.	Order issued June 16, 1913.
June 25.	Application of St. L. & S. F. R. R. Co. for permission to establish reduced rate on lumber on one day's notice.	Reduction of rate on lumber from Hornersville and Hornersville Jct. to St. Louis and Carondelet and points taking same rate.	Order issued June 25, 1913.
July 1.	Application of C. B. & Q. R. R. Co. et al. for waiver of notice and time of filing schedules of maximum passenger and freight rates as prescribed by acts of the Legislature of 1905 and 1907.	Permission to put into force and effect reduced passenger and freight rates without notice.	Order issued July 1, 1913.
July 1.	In the matter of waiving of notice and time of filing schedules of maximum passenger and freight rates as prescribed by acts of the Legislature of 1905 and 1907.	Notice to railroads that schedules of maximum passenger and freight rates as prescribed by acts of Legislature of 1905 and 1907 may be filed without notice.	Order issued July 1, 1913.
July 2.	Application of M. R. & B. T. Ry. asking the Commission to determine the just and reasonable rate, fare and charge to be hereafter made for transportation of passengers.	Increase of passenger rates.	Pending.
July 2.	Derailment of Train No. 1 of Mo. Pac. Ry.	Derailment of main line Train No. 1 of Mo. Pac. near Berger.	Report filed and adopted Aug. 1, 1913.
July 2.	Application of the Mo. Southern R. R. Co., a corporation, asking the Public Service Commission of Missouri to determine the just and reasonable rate, fare and charge to be hereafter made for the transportation of passengers and freight.	Increase of passenger and freight rates.	Pending.
July 2.	Application of Miss. River & Bonne Terre Ry. for waiver of notice and time of filing schedules of maximum passenger and freight rates prescribed by acts of the Legislature of 1905 and 1907.	Permission to put into force and effect reduced passenger and freight rates without notice.	Order issued July 2, 1913.
July 3.	Application of Pullman Co. for construction of Sec. 29, P. S. C. Law.	Permission to post only one copy of Company's tariffs at stations for each waiting room.	Order issued July 3, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 3.....	Application of St. J. & G. I. Ry. for waiver of notice for putting into force and effect reduced passenger rates and filling tariffs of same.	Permission to put into force and effect reduced passenger rates and tariffs without notice.	Order issued July 3, 1913.
July 5.....	Application of Deering S. W. Ry. for permission to publish reduced rate on logs on less than statutory notice.	Permission to publish, on 3 days' notice, reduced rate on logs, carload, Blazer to Phipps Spur.	Order issued July 5, 1913.
July 11.....	Application St. L. & S. F. R. Co. to make refund of overcharges.	Permission to make refund of \$26.00 overcharge for switching movements of cars of cattle and hogs.	Order issued July 11, 1913.
July 11.....	Application St. L., I. M. & S. and M. R. & B. T. Rys. for permission to establish reduced rate on iron ore to various stations.	Permission to establish reduced rate on iron ore, carloads, from Lutesville, Glen Allen, Beesville, Marquand and intermediate stations to Herculaneum.	Order issued July 11, 1913.
July 11.....	Application of Mo. Pac. and St. L., I. M. & S. Rys. for permission to file rates on demonstration cars on less than statutory notice.	Permission to file rates on cars connected with State and Federal Governments, including State Agricultural Colleges, for demonstrating best methods for handling farm and dairy produce.	Order issued July 11, 1913.
July 15.....	Application Duenweg Water Co. for order authorizing it to lay and Dick Blosser to sell its franchises to lay water pipes and mains in the streets of Duenweg, Mo.	Permission to sell and purchase water works and franchise at Duenweg.	Order issued July 17, 1913.
July 16.....	Application of U. S. Express Co. to make refund of overcharges.	Permission to make refund of overcharges on shipments of eggs, Franka, Mo., to St. Louis.	Order issued July 16, 1913.
July 17.....	Application of Mo. Pac. Ry. Co. for permission to file reduced rate on stale bread on less than statutory notice.	Permission to file on 3 days' notice second class rating on stale bread in bags, retroactive, beginning with Feb. 1, 1913.	Order issued July 18, 1913.
July 18.....	Application of St. L. & S. F. R. R. for permission to make refund on shipments of cordwood to correct error in tariff.	Permission to make refund of overcharges on shipments of cordwood, Exeter, Mo., to Peirce City, Mo., to correct error in tariff permitting manufacturers of lime lower rate than that allowed other shippers.	Order issued July 18, 1913.
July 21.....	Application of C. & A. R. R. to publish reduced rate on water on less than statutory notice.	Permission to publish reduced rate on water, on one day's notice, from Booth, Mo., to Vandalia, Mo., and from Mexico, Mo., to Vandalia, Mo.	Order issued July 21, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 28.	Application of C. & A. R. R. Co. to publish reduced rate on water on less than statutory notice.	Permission to publish on one days' notice, reduced rate on water, Glasgow and Louisiana, Mo., to Vandalia, Mo.	Order issued July 28, 1913.
July 29.	Application of Mo. Pac. and St. L., I. M. & S. Rys. for permission to establish reduced switching rates on less than statutory notice.	Permission to establish on 3 days' notice, reduced switching rates to Central Elevator B, Plant Milling Co., and Saxony Milling Co. in the St. Louis District, and without prejudice as to future regulation.	Order issued July 29, 1913.
July 31.	Application of Receivers of Mo. & N. A. R. R. Co. for permission to increase passenger and freight rates.	Permission to increase passenger and freight rates.	Pending.
July 31.	Application of Mo. Pac. Ry. to establish through rates on coal from certain mines on St. L. & S. F. R. R. to stations on Mo. Pac. Ry. in Missouri, on basis of 6 cents per ton additional to current rates in effect from Rich Hill, Mo., to stations on Mo. Pac. Ry.	Permission to establish on 5 days' notice, through rates on coal from certain mines on St. L. & S. F. R. R. to stations on Mo. Pac. Ry. in Missouri, on basis of 6 cents per ton additional to current rates in effect from Rich Hill, Mo., to stations on Mo. Pac. Ry.	Order issued Aug. 2, 1913.
July 31.	Application of Mo. Pac. Ry. to issue mimeograph supplement pending release of passenger tariff.	Permission to issue mimeograph supplement pending release of passenger tariff.	Order issued Aug. 2, 1913.
Aug. 1.	Application of St. J. & G. I. Ry. to cancel Freight Tariff No. 8040 on 10 days' notice.	Permission to cancel Freight Tariff No. 8040 on 10 days' notice.	Order issued Aug. 4, 1913.
Aug. 5.	Application of C. & W. R. R. for permission to put in force certain rates on less than statutory notice.	Permission to put in force on 3 days' notice, certain rates on wheat, corn and flour; and on horses, mules, cattle, hogs and sheep, as shown in Supplement 6 to Tariff 91-A; Supplement 13 to Tariff 10-B; Supplement 18 to Tariff 14903.	Order issued Aug. 5, 1913.
Aug. 5.	In the matter of telephone rates at Lees Summit, Mo.	Permission to charge certain rates by the Mo. & Kan. Telephone Co. at Lees Summit, Mo.	Order issued Aug. 5, 1913.
Aug. 13.	Accident on line of Wabash R. R. near Millard.	Rear-end and collision between passenger train No. 1 and extra freight.	Report filed and adopted Nov. 25, 1913.
Aug. 15.	Accident on line of A., T. & S. F. Ry. near Carrollton, Mo.	Collision of passenger train No. 7 with automobile at Keithley Crossing, near Carrollton, Mo.	Report filed and adopted Nov. 3, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Aug. 18.....	Wreck on main line M., K. & T. Ry. near Nevada, Mo.	Deraillment of train No. 10 at Daly's Spur, near Nevada, Mo.	Report filed and adopted Nov. 25, 1913.
Aug. 23.....	Application of Mo. Valley L. & P. Co. for authority to sell certain property to Mo. Gas and Electric Service Co.	Permission to sell certain electric properties in Ray county, Mo.	Order issued Nov. 3, 1913.
Aug. 24.....	Accident on M., K. & T. Ry. near Higbee, Mo.	Collision of M., K. & T. freight train No. 74 with C. & A. motor car near Higbee.	Report filed Sept. 12, 1913.
Aug. 26.....	Application of B. F. Eicholtz to sell and Mo. Pub. Utilities Co. to buy electric light plant and system.	Permission to sell and transfer electric light plant and system at Dexter, Mo.	Order issued Sept. 30, 1913.
Aug. 26.....	In matter of suspension of A., T. & S. F. Ry. Local Circular No. 2224-D, naming team track storage charges at Kansas City.	Suspension of increased team track storage charges at Kansas City.	Order issued Sept. 15, 1913.
Aug. 27.....	Application of E. H. Crow for permission to purchase Reader Light, Ice and Fuel Co. rates at Caruthersville.	Permission to purchase electric light, ice and fuel company at Pleasant Hill, Mo.	Order issued Sept. 30, 1913.
Sept. 2.....	Application of S. W. T. & T. Co. to change its rates at Caruthersville.	Permission to change telephone rates at Caruthersville.	Pending.
Sept. 6.....	Application of the Pilot Grove Independent Telephone Co. for permission to sell and transfer its telephone plant.	Sale and transfer of telephone plant at Pilot Grove.	Dismissed Sept. 29, 1913.
Sept. 8.....	Application of Home Telephone Co. of Joplin for permission to increase telephone rates at Joplin, Mo.	Increase of telephone rates at Joplin, Mo.	Dismissed at request of applicant.
Sept. 9.....	Deraillment of Local Passenger No. 32 of Mo. Pac. Ry., River Route.	Deraillment of River Route Mo. Pac. Ry. train No. 32 near Boonville.	Report filed and adopted Oct. 27, 1913.
Sept. 11.....	Application U. S. Bureau of Mines, Pittsburgh, Pa., for rehearing in matter of local rates on exhibition and demonstration cars.	Petition for rehearing on local rates for handling exhibition and demonstration cars.	Dismissed Sept. 19, 1913.
Sept. 12.....	Application of Hannibal Water Co. and City of Hannibal, Mo., for order authorizing sale of waterworks and system and other property.	Sale and transfer of waterworks and system and other property from Hannibal Water Co. to City of Hannibal.	Order issued Sept. 15, 1913.
Sept. 15.....	Suspension, under Sec. 48 of P. S. C. Law, of Mo. Pac. and St. L., I. M. & S. Ry. Co.'s Circular No. 189.	Suspension of circular naming team track storage charges at Kansas City.	Order issued Sept. 15, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Sept. 16.	Application of Lee Electric Co. for order approving franchise granted by the Village of Elmo, Mo., to construct and operate an electric plant.	Permission to construct and operate an electric plant at Elmo, Mo., under franchise granted by said village.	Order issued Sept. 16, 1913.
Sept. 18.	Suspension, under Sec. 48 of P. S. C. Law, of Mo., Kansas & Texas Co.'s Freight Tariff No. 4519.	Suspension of freight tariff naming team track storage charges at Kansas City, Mo.	Order issued Sept. 18, 1913.
Sept. 18.	Suspension, under Sec. 48, P. S. C. Law, of Item 40 of Supplement No. 4 to St. L. & S. F. R. R. Co.'s Freight Tariff No. 1307-G.	Suspension of freight tariff naming team track storage charges at Kansas City.	Order issued Sept. 18, 1913.
Sept. 22.	In the matter of providing suitable facilities for testing track scales used by railroad corporations and common carriers.	Facilities for testing track scales.	Pending.
Sept. 22.	Application of City of Charleston and Charleston Water Company for order authorizing, permitting and approving sale of property, works or system of the Charleston Water Co. to the City of Charleston.	Sale and transfer of waterworks, property or system from Charleston Water Co. to City of Charleston.	Order issued Sept. 30, 1913.
Sept. 23.	Application of Enterprise Telephone Co. for modification of order by this Commission on Sept. 8, 1913.	Application for modification of order of Sept. 8, 1913, permitting issuance of bonds so as to permit issue of capital stock instead.	Denied Sept. 29, 1913.
Sept. 24.	Application of the Iberia Telephone Exchange for authority to raise rates.	Increase of rates for telephone service at Iberia.	Dismissed Oct. 11, 1913.
Sept. 30.	Application of Kansas City Terminal Ry. Co. for order approving supplemental contract.	Application for order approving supplemental contract between K. C. Terminal Ry. and Illinois Trust & Savings Bank, under date Aug. 6, 1913.	Order issued Sept. 30, 1913.
Sept. 30.	Suspension, under Sec. 48 of P. S. C. Law, of St. L. & S. F. R. R. Co.'s Supplement No. 2 to Freight Tariff No. 774-J.	Suspension of Supplement No. 2 to Freight Tariff 774-J, cancelling cordwood rates in Missouri.	Order issued Sept. 30, 1913.
Sept. 30.	Application of C. G. N. R. Co. for hearing on question of passenger and freight rates.	Proposed increase of passenger and freight rates.	Pending.
Sept. 30.	Suspension, under Sec. 48, P. S. C. Law, of Amendment No. 1 to K. C. S. Tariff No. 9-D.	Suspension of Amendment No. 1 to K. C. S. Tariff No. 9-D, naming team track charges in Kansas City.	Order issued Sept. 30, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Sept. 30.	Suspension of Item 3095 and reissues thereof as appearing in W. T. L. Circular No. 1-J.	Suspension of W. T. L. Circular No. 1-J, naming team track rentals at stations in Missouri.	Order issued Sept. 30, 1913.
Oct. 6.	In the matter of ascertaining the valuation of the Kirksville Light, Power & Ice Co.	Valuation of plant of Kirksville L., P. & I. Co. at Kirksville.	Order issued Oct. 6, 1913.
Oct. 21.	In the matter of the application of the Manufacturers Ry. Co. for permission to construct grade crossings.	Permission to construct spur tracks across certain streets and alleys in St. Louis at grade.	Order issued Oct. 27, 1913.
Oct. 25.	In the matter of the application of Moore Bros. for order authorizing operation of an electric light and power plant.	Permission to operate electric light and power plant at Green City and Greencastle.	Certificate granted Nov. 11.
Oct. 25.	Suspension, under Sec. 48 of P. S. C. Law, of C. B. & W. R. Co.'s Freight Tariff No. 9544-F. P. S. C. No. 37.	Suspension of Freight Tariff No. 9544-F. P. S. C. No. 37, naming team track charges at Kansas City.	Order issued Oct. 25, 1913.
Oct. 28.	In the matter of ascertaining the valuation of the Ozark Power and Water Co.	Valuation of Ozark Power and Water Co.	Pending.
Oct. 28.	In the matter of the valuation of the Missouri Southern R. R.	Valuation of the Missouri Southern R. R.	Pending.
Oct. 28.	In the matter of the valuation of the Missouri & North Arkansas R. R.	Valuation of Mo. & N. A. R. R.	Pending.
Oct. 28.	In the matter of the valuation of the Cape Girardeau Northern Railway.	Valuation of C. G. N. Ry.	Pending.
Oct. 28.	In the matter of the valuation of the Kansas City, Clay County & St. Joseph Railway.	Valuation of the K. C., C. C. & St. J. Ry.	Pending.
Oct. 30.	In the matter of proposed increase in telephone rates as shown by schedule of the Sheldon Mutual Telephone Co., filed Sept. 30, 1913, and proposed to be effective Nov. 1, 1913.	Increase of telephone rates at Sheldon.	Pending.
Oct. 30.	In the matter of General Order No. 4—Modification of Southwestern T. and T. Co. for hearing and modification of said General Order No. 4.	Hearing and modification of General Order No. 4.	Pending.
Nov. 5.	Suspension, under Sec. 48 of P. S. C. Law, of Amendment to Sec. 31 in Supplement 2 to C. & A., P. S. C. Mo. No. 28.	Cancellation of sale of excess baggage scrip.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Nov. 5.....	In the matter of the valuation of the telephone exchange of the S. W. T. and T. Co. located at Caruthersville.	Valuation of Caruthersville telephone exchange of S. W. T. and T. Co.	Pending.
Nov. 20.....	Application of Jefferson City Light, Heat and Power Co. for authority to purchase and acquire the capital stock of the Jefferson City Bridge and Transit Co.	Sale and purchase of capital stock of the Jefferson City B. and T. Co.	Order issued Nov. 25.
Nov. 28.....	In the matter of the sale of the telephone interests of W. E. Danley & Co., in Andrew county, Missouri, and the purchase thereof by the Andrew County Mutual Telephone Co.	Sale and purchase of telephone interests located at Avenue City to Andrew County Mutual Telephone Co.	Order issued Dec. 16, 1913.
Dec. 4.....	Application of Lee Electric Company to sell and of Rufus E. Lee to buy certain electric properties.	Sale and transfer of certain electric properties in Atchison and Nodaway counties.	Pending.
Dec. 6.....	Suspension of tariffs and supplements of A. T. & S. F. Ry. Co. et al., describing agricultural implements.	Classification of agricultural implements under Secs. 3240 and 3241, R. S. Mo., 1909.	Pending.
Dec. 8.....	Application of Rufus E. Lee for order permitting him to lease certain electric properties to Lee Electric Co., Clarinda, Iowa.	Lease of electrical transmission lines and distributing systems owned by R. E. Lee, in Missouri, to Lee Electric Co.	Pending.
Dec. 8.....	Petition of Chas. E. Stephenson to file rates for water service.	Rates for water service at Butler, Mo.	Suspended for 120 days from Jan. 1, 1914, pending investigation.
Dec. 13.....	In the matter of adopting proposed General Order No. 10, adopting rules governing the construction, maintenance and operation of interlocking plants.	Construction, maintenance and operation of interlocking plants.	Pending.
Dec. 16.....	Application of American Light and Power Co. for order authorizing the exercise of rights and privileges under a franchise or permit in St. Charles county.	Extension of service into St. Charles county.	Order issued Dec. 22, 1913.
Dec. 22.....	In the matter of the investigation and suspension of rates, rentals, charges, regulations and practices of the Southwestern Telegraph and Telephone Co.	Proposed increase of rates in City of St. Louis.	Pending.
Dec. 22.....	In the matter of valuation of the telephone exchange of the Southwestern Telegraph and Telephone Co., located at St. Louis, Mo.	Valuation of property of S. W. T. and T. Co. in St. Louis.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 23.....	Application of Missouri Public Utilities Co., authorizing said Co. to exercise franchises, rights, privileges and permits granted to said Co. by the City of Cape Girardeau, Mo., to operate an electric light plant and system in said city; and for proper order or orders approving an electric light contract and water contract made by said Co. with said city.	To operate water and light plants in Cape Girardeau.	Pending.
Dec. 24.....	In the matter of obtaining a permit to establish a street or crossing across the right of way of the St. L., I. M. & S. Ry. Co. in the village of Neelyville, County of Butler, State of Missouri.	Establishment of crossing in village of Neelyville.	Pending.
Dec. 29.....	In the matter of the application of Edward H. Crow for order authorizing and transfer of an interest in the franchise and contract with the City of Pleasant Hill, Mo., to furnish electric light and to pump water for said city, passed Nov. 4, 1913, from said E. H. Crow to C. A. Lemp, A. C. Stuever and Joseph Pauley.	Transfer of one-fourth interest in light and water franchise and contract at Pleasant Hill, Mo.	Granted Dec. 29, 1913.
Dec. 30.....	In the matter of investigation and suspension of ten-ride commutation rate cancelled by C., B. & Q. R. R. Co. s F. S. C. Mo. No. 30.	Suspension of cancellation of ten-ride commutation tickets.	Pending.
Dec. 31.....	Missouri Pacific Railway wreck by collision of westbound passenger train No. 31 and eastbound local freight train No. 98, on December 25, 1913.	Collision of freight and passenger trains on River Route, near Boonville, Mo.	Pending.

APPENDIX E.

Informal Complaints.

Date, 1913.	Name.	Subject.	Disposal.
Mar. 4.	Union Audit Co. v. St. L. & S. F. R. R. Co.	Overcharge on shipment of machinery.	Pending.
Apr. 15.	Taylor & Patton Co. v. M., K. & T. Ry. Co.	Overcharge on shipment of corn, through failure to apply State rates.	Complainant asked to file formal complaint under rules.
May 3.	Geo. W. Graham v. St. L. & S. F. R. R. Co.	Overcharge in passenger fare.	Refund made May 16, 1913.
May 6.	Rothschild & Goldstein v. St. L. & S. F. R. R. Co.	Overcharge on shipment of junk.	Refund acknowledged Aug. 15, 1913.
May 7.	Pickrel Walnut Co. v. Mo. Pac. Ry. Co.	Overcharge on walnut logs.	Refund acknowledged June 6, 1913.
May 12.	Mrs. M. Craig v. O., R. I. & P. Co.	Inadequate train service at Bayfield.	Complainant asked to file formal complaint.
May 13.	Walter Ridgway v. M., K. & T. and W. U. Tel. Co.	Refusal to establish up-town telegraph office or to maintain telegraph service at railway station after 5 p. m.	Complainant asked to file formal complaint.
May 14.	Louis Ernest v. O., P. & Ste. G. Ry.	Excessive storage charges.	Closed for lack of information May 29, 1913.
May 14.	W. K. Hunter & Co. v. O., R. I. & P. Ry. Co.	Overcharge on car of flax.	Refund acknowledged June 25, 1913.
May 17.	Miller Wagon Co. v. Q., O. & K. C. R. R. Co.	Proposed removal of switch track to industry.	Adjusted by agreement May 27, 1913.
May 17.	G. C. Weatherby, Procs. Atty., Adair Co., v. I. & St. L. Ry. Co.	Depot facilities at Youngstown.	Dropped by complainant July 25.
May 19.	D. M. McManahan v. Union Depot B. & T. R. R. Co.	Excessive charge for vehicles crossing bridge at Kansas City.	Complainant asked to file formal complaint.

Date, 1913.	Name.	Subject.	Disposal.
May 21.....	W. C. Butler v. M., K. & T. Ry. Co.	Delay in handling freight.	Dismissed, record showing freight was promptly forwarded.
May 21.....	Travelers Protective Ass'n. Mo. Div., v. Railroads.	Excess baggage and storage rates.	Adjusted by carriers filing tariffs in accordance with rates prescribed by law.
May 24.....	J. H. Robertson Produce Co., v. St. L. & S. F. R. R. Co.	Excessive rate on green apples.	Complainant advised no overcharge June 6, 1913.
May 24.....	Evans & Howard Fire Brick Co., v. St. L. & S. F. R. R. Co.	Refusal to apply brick rate to mixed shipments of brick and hollow building tile.	Adjusted by defendant agreeing to so apply and protect said rate.
May 26.....	Mrs. Mary F. Johnson v. C., M. & St. P. Ry. Co.	Overcharge on shipment of electric fixtures.	Refund acknowledged Aug. 27, 1913.
May 27.....	Hunkins-Willis Lime and Cement Co., v. St. L. & S. F. R. R. Co.	Excessive rates on cement shipments.	Rate adjustment acknowledged July 3, 1913.
May 28.....	Pickrel Walnut Co., v. M., K. & T. Ry. Co.	Overcharge on shipment of walnut logs.	Failure of shipper to advise agent of quality of logs prevented refund.
May 29.....	T. P. A., Mo. Div., v. Wabash R. R. Co.	Insufficient equipment on Train No. 51.	Extra equipment provided July 1, 1913.
May 30.....	City of Boonville v. Mo. Pac. Ry. Co.	Dangerous crossings.	Electric alarm bells provided June 26, 1913.
May 30.....	Prosecuting Attorney v. St. L., K. & S. E. Ry. Co.	Use of non-air cars and failure to provide brakeman.	Company advised all cars have air-brakes, but business not sufficient to require brakeman.
June 2.....	Sizer & Kemp v. M. & K. Telephone Co.	Discrimination in telephone rates.	Complainants advised to file formal complaint.
June 4.....	Liquid Tire Tonic Co., v. Railroads.	Improper classification of tire tonic.	Advised to file formal complaint.

Date, 1913.	Name.	Subject.	Disposal.
June 4.....	Public Service Commission. v. Mo. Pac. Ry. Co.	Method of computing passenger fare.	Pending.
June 4.....	I. L. Smith et al. v. St. L., I. M. & S. Ry.	Excessive fare on Doniphan branch.	Transferred to formal docket.
June 5.....	Adjutant-General v. Mo. Pac. Ry. Co.	Excessive passenger fare for National Guard Encampment.	Closed for lack of jurisdiction.
June 5.....	R. L. Kay v. Mo. Pac. Ry.	Excess passenger fare.	Dropped by complainant.
June 6.....	Dr. H. B. Adkins v. Weston Telephone System.	Excessive telephone tolls and discrimination.	Advised to file formal complaint.
June 9.....	St. Marys Mill Co. v. St. L. & S. F. R. Co.	Rate on coal from Illinois fields.	Advised matter is interstate, therefore for I. O. C.
June 9.....	Citizens of Plattsburg v. Q., O. & K. O. R. R.	Inconvenient train service.	Dropped by complainants.
June 9.....	W. B. Calvert et al. v. Clinton L. and W. Co.	Insufficient service and excessive rates.	Transferred to formal docket.
June 11.....	Dr. L. A. Bazan v. Southwestern T. and T. Co.	Insufficient service and unsatisfactory rates.	Adjusted July 23, 1913.
June 12.....	J. B. Hubbard v. Wabash R. R. Co.	Dangerous crossing near Clark, Mo.	Adjusted June 23, 1913.
June 13.....	Central Freight Association v. Public Service Commission.	Interpretation of section 29, P. S. C. Law— filing of tariffs.	Covered by Circular No. 4.
June 18.....	Wm. Leukart, Manager Schaefer Farm, v. St. L., I. M. & S. Ry.	Failure to provide agent at Hopewell.	Company agreed to install agent July 7, 1913.

Date, 1913.	Name.	Subject.	Disposal.
June 21.....	A. F. Collier St. L. & S. F. R. R. Co.	Train service at Mountain Grove.	Advised to file formal complaint.
June 21.....	A. F. Collier St. L. & S. F. R. R. Co.	Dangerous crossings near Mountain Grove.	Complaint withdrawn.
June 26.....	J. E. Bogart Wells, Fargo & Co. Express.	Express service at Huntville, Mo.	Dropped by complainant July 15, 1913.
June 26.....	Henry Bowlin Mo. Pac. Ry. Co.	Train service at McGirks.	Adjusted June 29, 1913, by stopping train No. 2.
June 27.....	Garden City Buggy Co. K. C. O. C. & S. Ry. Co.	Improper classification and rating of buggy shafts.	Advised interstate shipment, therefore for I. C. O.
June 30.....	A. S. Ennis St. L. & S. F. R. R. Co.	Change of passenger train service.	Withdrawn July 8, 1913.
June 30.....	People's League United Rys. Co.	Unsatisfactory transfer service.	Adjusted July 7, 1913.
June 30.....	People's League S. W. T. and T. Co.	Unsatisfactory telephone service and charges.	Advised to file formal complaint.
July 4.....	Pelerson-Lathrop Grain Co. C., B. & Q. R. R. Co.	Overcharge on grain.	Interstate—no jurisdiction.
July 7.....	Charles V. Garnett Mo. Pac. Ry.	Excess passenger fare.	Refund acknowledged July 17, 1913.
July 12.....	Concordia Produce Co. et al. Mo. Pac. Ry. Co.	Inadequate depot service.	Adjusted July 21, 1913.
July 14.....	R. S. Browne M. R. & B. T. Ry.	Overcharge on excess baggage.	Refund acknowledged Aug. 11, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 15.....	E. S. Younkers v. Savannah E. L. & P. Co.	Refusal to extend electric light service.	Advised to file formal complaint.
July 15.....	T. M. Chinn v. O. & A. R. R. Co.	Excess passenger fare when paid on trains.	Adjusted by Conference Ruling No. 9.
July 16.....	J. S. Klingenberg & Son v. Mo. Pac. Ry. Co.	Failure to furnish cars as ordered.	Adjusted July 24, 1913.
July 17.....	D. B. Pigg v. M., K. & T. Ry. Co.	Failure to furnish cars as ordered.	Pending.
July 17.....	Rev. B. Marvin Harris v. Buffum Telephone Co.	Change of service at Paynesville.	Adjusted July 26, 1913.
July 19.....	Henry Bernd v. St. L. & S. F. and O. G. N. R. Ra.	Station facilities at Perryville Jct.	Adjusted July 22, 1913.
July 22.....	David Johnston v. City of Windsor.	Unsatisfactory water service and rates.	Disposed of at Conference Aug. 1, 1913.
July 22.....	Joel T. Morris et al. v. Ozark Bell Tel. Co. et al.	Discrimination, unsatisfactory telephone rates and service.	Transferred to formal docket.
July 25.....	A. N. Bauman v. U. S. Express Co.	Delay in handling bread shipments at Ste. Genevieve.	Adjusted July 31, 1913.
July 26.....	Rex Pharmacy Co. v. Frisco Mines.	Unjust storage charges.	Refund ordered Oct. 20, 1913.
July 28.....	H. H. Hughes v. K. C., O. & S. Ry. Co.	Excessive rate on cordwood.	Advised to file formal complaint.
July 28.....	M. F. Parker v. City Water Co.	Inadequate water service and excessive rates at Pleasant Hill.	Transferred to formal docket.

Date, 1913.	Name.	Subject.	Disposal.
July 30.....	H. A. Branson v. St. L. & S. F. R. R. Co.	Depot facilities at Keyesville.	Adjusted Aug. 15, 1913.
Aug. 4.....	Isaac Motter v. M. & K. Telephone Co.	Advance in telephone rates at St. Joseph.	Advised to file formal complaint.
Aug. 7.....	Canton Fish Market v. Adams Express Co.	Delay in handling fish shipments.	Interstate shipments, therefore matter for I. C. C.
Aug. 7.....	Dierks Lumber and Coal Co. v. St. L. & S. F. R. R. Co.	Overcharge on shipments of ties.	Advised to file formal complaint.
Aug. 13.....	Alex Graves, Jr., v. C., R. I. & P. Ry. Co.	Failure to furnish cars as ordered.	Withdrawn Oct. 15, 1913.
Aug. 14.....	George F. Carney v. C., R. I. & P. Ry. Co.	Train service at Eugene.	Advised to file formal complaint.
Aug. 16.....	Rev. B. D. Sipple v. M., K. & T. and Wabash R. Rs.	Train connection at Moberly for Fayette.	Dropped by complainant Sept. 2, 1913.
Aug. 20.....	G. O. Nations v. M. R. & B. T. R. R.	Failure to post bulletin boards.	Adjusted Aug. 27, 1913.
Aug. 21.....	Citizens of Steelville v. St. L. & S. F. R. R. Co.	Train service on Salem Branch.	Transferred to formal docket.
Aug. 22.....	H. F. Kircher v. C., B. & Q. R. R. Co.	Team track storage charges.	Transferred to formal docket by suspending W. T. L. Circular No. 1-J.
Aug. 23.....	Winona Hardware Co. v. St. L. & S. F. R. R. Co.	Service on Current River Branch.	Dropped by complainants Aug. 30, 1913.
Aug. 25.....	Anton Kemmer v. Mo. Pac. Ry. Co.	Refusal to deliver freight.	Dropped by complainant Nov. 3, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Aug. 26.	Jerry M. Jeffries, Pros. Atty. C. & A. R. R. Co.	Dangerous highway crossing near Higbee.	Adjusted Dec. 6, 1913.
Aug. 28.	J. Rautenstrauch v. City Light and Traction Co.	Service and charges for light service at Sedalia.	Transferred to formal docket.
Aug. 28.	C. B. Farish M. & K. Telephone Co.	Change in rates at St. Joseph.	Complainant advised to file formal complaint.
Aug. 29.	B. Johnson & Son v. St. L. & S. F. R. R. Co.	Excessive rates on ties.	Transferred to formal docket.
Aug. 29.	W. E. Walker v. Mo. Pac. Ry.	Train service at Lamonte.	Dropped by complainants Sept. 13, 1913.
Aug. 30.	W. H. Phelps v. St. L., I. M. & S. and St. L. & S. F. R. Rs.	Violation of hours of service law.	Transferred to formal docket.
Aug. 30.	T. P. Gordon Commission Co. M. & K. Telephone Co.	Change of rates at St. Joseph.	Dropped by complainant Sept. 26, 1913.
Sept. 1.	Albany Bottling Works v. C., B. & Q. R. R. Co.	Delay in handling shipments at Albany.	Dropped by complainants Oct. 21, 1913.
Sept. 2.	Curtis & White Home Electric Co.	Excessive rates for electric service at New Franklin.	Adjusted Sept. 8, 1913.
Sept. 2.	Edw. E. McGinnis v. Ft. S. & N. L., H., W. & P. Co.	Excessive water rates.	Pending.
Sept. 3.	J. F. Schroeder M. & K. Telephone Co.	Excessive telephone charge between Leeds exchange and Kansas City.	Dropped by complainant Sept. 23, 1913.
Sept. 5.	Concordia Creamery Co. v. Wells, Fargo & Co. Express.	Inadequate free delivery express service at Concordia.	Dropped by complainant Oct. 15, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Sept. 6.	F. M. Sparks v. Joplin Water Co.	Unsatisfactory meter service.	Pending.
Sept. 9.	A. M. Watts v. St. L. & S. F. R. R. Co.	Overcharge on shipment of hay.	Pending.
Sept. 9.	Cairo Commercial Club v. St. L., I. M. & S. and St. L. S. W. Railways.	Failure to apply continuous mileage.	Interstate—no jurisdiction.
Sept. 9.	Wm. McCubbin v. C., M. & St. P. Ry.	Overcharge on shipment of brick.	Interstate shipment, therefore matter for I. C. C.
Sept. 11.	Clay-Robinson & Co. v. C., B. & Q. R. R. Co.	Double-deck cars for sheep.	Adjusted Dec. 10, 1913.
Sept. 12.	Mollie Wynne v. Wabash R. R. Co.	Overcharge on passenger fare.	Refund acknowledged Sept. 24, 1913.
Sept. 12.	Magnetic Ice Co. v. U. S. Express Co.	Discontinuance of free delivery express service at Lebanon.	Complainant advises service re-established Oct. 24, 1913.
Sept. 13.	Rev. Joseph Casey v. Lead Belt & Farmington Telephone Co.	Inadequate service at Deasloge.	Complainant acknowledges satisfaction Oct. 6, 1913.
Sept. 13.	H. E. Surbrugg v. Golden Olty Telephone Co.	Discontinuance of toll service from hotel and excessive rates at Golden City.	Pending.
Sept. 14.	M. A. Rundle v. C., B. & Q. R. R. Co.	Overcharge on demurrage at Corning.	Refund ordered Oct. 23, 1913.
Sept. 16.	Keller & Tamm Mfg. Co. v. St. L., I. M. & S. Ry.	Overcharge on shipment of spokes.	Dismissed; no overcharge shown.
Sept. 17.	The Citizen-Democrat v. Wells, Fargo & Co. Express.	Overcharges on shipment of three pianos, through failure to make proper delivery.	Adjusted Oct. 21, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Sept. 18.....	Okey & Pettitjohn v. O., B. & Q. R. R. Co.	Excessive demurrage charges.	Interstate—no jurisdiction.
Sept. 20.....	A. B. Diehr, County Surveyor, v. M., K. & T. Ry. Co.	Grading at public crossing between Eye and Deerfield, on line of defendant in Vernon county.	Advised to file formal complaint.
Sept. 21.....	Hydraulic Press Brick Co. v. Wabash R. R.	Application of continuous mileage.	Handled under Conference Ruling No. 8.
Sept. 23.....	Schmerhorn Bros. Co. v. Kansas City Electric Co.	Excessive charge for fan service.	No overcharge shown; dismissed Sept. 25, 1913.
Sept. 23.....	W. G. Easley et al. v. M., K. & T. Ry. Co.	Closing station at Rutland.	Station reopened Sept. 30, 1913.
Sept. 23.....	Aurora Milling Co. v. St. L. & S. F. R. R. Co.	Overcharge on shipment of flour.	Refund acknowledged Oct. 30, 1913.
Sept. 25.....	Dr. C. R. Woodson v. Clinton County Telephone Co.	Unsatisfactory telephone service.	Adjustment made Nov. 11, 1913.
Sept. 25.....	Wm. Leukart, Manager Schafer Farms, v. Wells, Fargo & Co. Express.	Overcharge on and unsatisfactory handling of express at Hopewell.	Adjusted Nov. 12, 1913.
Sept. 25.....	Albert L. Jones v. St. L., I. M. & S. Ry.	Excess passenger fare paid on train.	Dropped by complainant Sept. 25, 1913.
Sept. 26.....	John R. Oarr v. St. L. & H. Ry. Co.	Use of industry track.	Advised to file formal complaint.
Sept. 29.....	John Amend v. Mo. Pac. Ry.	Insufficient fencing of right of way.	Adjusted Oct. 26, 1913.
Sept. 29.....	Rev. Finton Kramer v. Ft. S. & N. L., H., W. & P. Co.	Extra meter deposit.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Oct. 2.....	J. A. Francis, Jr., v. St. L. & S. F. R. R. Co. and Mo. Southern R. R. Co.	Delay in handling freight.	Dismissed for want of specific information.
Oct. 3.....	Brown-DeField Grain Co. v. St. L., I. M. & S. Ry.	Unjust demurrage charges.	Refund acknowledged Oct. 30, 1913.
Oct. 4.....	E. P. Tucker v. Marshfield Electric Light Co.	Excessive charge for service.	Refund acknowledged Oct. 8, 1913.
Oct. 4.....	Blankenship Drug Co. v. St. L. & S. F. R. R. Co.	Overcharge on shipments of drugs.	Adjustment ordered Oct. 29, 1913.
Oct. 5.....	E. W. Deane v. St. Joseph Water Co.	Excessive charges.	Refund acknowledged Oct. 27, 1913.
Oct. 6.....	Anna Brown v. C., B. & Q. R. R. Co.	Excessive passenger fare.	Refund acknowledged Oct. 18, 1913.
Oct. 8.....	Holt-Taylor Merc. Co. v. C. & A. R. R. Co.	Excessive rates on wire, etc.	Adjusted Oct. 31, 1913.
Oct. 9.....	C. M. Cady et al. v. St. L., I. M. & S. Ry.	Condition of track near Granite Bend.	Transferred to Inspections.
Oct. 9.....	Silas R. Lewis v. A., T. & S. F. Ry.	Excess baggage charge.	Closed by Conference Ruling No. 8.
Oct. 11.....	W. M. Martin, Mayor of Nevada, v. Ft. S. & N. L., H., W. & P. Co.	Excessive charges.	Pending.
Oct. 15.....	E. F. Eckhoff v. Mo. Pac. Ry. Co.	Telephone in station at Boles.	Dismissed for want of jurisdiction; no ex- change at Boles.
Oct. 15.....	E. L. Renick v. St. L., I. M. & S. Ry.	Discrimination in use of loading yards at Reeds Spring.	Adjusted Nov. 27, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Oct. 15.	G. W. Baumhoff v. Mo. Pac. Ry.	Dangerous crossing at Quinette Road, St. Louis county.	Electric alarm bell installed Nov. 14, 1913.
Oct. 15.	T. M. Petterson v. U. S. Express Co.	Rate on soda pop.	Pending.
Oct. 17.	Ben Copeland v. Mo. Southern R. R.	Improper loading and insufficient equipment of passenger trains.	Complainant advised to file formal complaint.
Oct. 18.	J. C. Bradley et al. v. I. & St. L. Ry. Co.	Inadequate depot facilities at South Gifford.	Complainants advised to file formal complaint.
Oct. 20.	Winona Hardware Co. v. St. L. & S. F. R. R. Co.	Train service on Current River Branch.	Adjusted October 31, 1913.
Oct. 20.	Public Service Commission v. Enterprise Telephone Co.	Discrimination in service.	Free service furnished under contract Oct. 22, 1913.
Oct. 20.	Rev. F. P. Schmid et al. v. C. G. W. and Wabash R. Rs.	Depot facilities at Conception Jct.	Pending.
Oct. 20.	H. H. Hinton v. St. L., I. M. & S. Ry.	Delay in handling freight in package car for Allenville and Jackson.	Adjusted Nov. 28, 1913.
Oct. 22.	Chas. Higgins v. St. L. & S. F. R. R. Co.	Failure to provide suitable fencing, and delay in handling claims for stock killed; also lack of crossing at farm.	Adjusted Nov. 26, 1913.
Oct. 22.	J. U. White v. St. L., I. M. & S. Ry.	Overcharge on cow shipped to Piedmont.	Pending.
Oct. 22.	M. A. Rundie v. Craig Telephone Co.	Refusal to furnish telephone service.	Pending.
Oct. 23.	Edward Jenkins v. Wabash R. R. Co.	Overcharge on cattle.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Oct. 24.....	Clarksburg Telephone Ex. et al. v. Monteau Telephone Co.	Withdrawal of service.	Advised to file formal complaint.
Oct. 24.....	Barnett Telephone Co. v. Latham Telephone Co.	Withdrawal of service.	Advised to file formal complaint.
Oct. 24.....	Joseph Ratcliff v. E. M. Oarter.	Telephone service at Barnett.	Pending.
Oct. 25.....	H. J. Emerson M. & K. Telephone Co.	Charge for removal of telephone upon change of residence.	Dropped by complainant.
Oct. 25.....	E. L. Pigg et al. v. Wabash R. R. Co.	Train service at Missouri City.	Adjusted Nov. 15, 1913.
Oct. 25.....	Obas. Ripplin M., K. & T. Ry. Co.	Rate on grain, McKitterick to St. Louis.	Complainant asked to present expense bill for refund Oct. 31, 1913.
Oct. 27.....	H. B. Lesaley M., K. & T. Ry.	Closing of agency at Burton, Mo.	Reopened Nov. 4, 1913.
Oct. 27.....	W. H. Fleming v. St. L. & S. F. R. R. Co.	Excessive passenger fare.	Refund acknowledged Nov. 24, 1913.
Oct. 28.....	H. C. Jeffers v. C. & A. R. R. Co.	Excessive passenger fare.	Dismissed for lack of specific information Nov. 17, 1913.
Oct. 28.....	Paul R. Kemble v. St. L. & S. F. R. R. Co.	Inadequate fencing of right of way between Jeffery Station and Holmes Park.	Adjusted Nov. 25, 1913.
Oct. 29.....	W. R. McCleary et al. v. St. L. & S. F. R. R. Co.	Train service at Fink, Mo.	Referred to complainants for further action Dec. 3, 1913.
Oct. 29.....	Williams & George v. C. & A. R. R. Co.	Excessive switching charges on sand.	Refund ordered Dec. 29, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Oct. 29.	Citizens of Missouri City v. Wabash R. R. Co.	Inadequate passenger train service.	Adjusted Dec. 3, 1913.
Oct. 29.	Citizens of Malden v. St. L. S. W. Ry. Co.	Handling of passenger trains at Malden.	Adjusted Nov. 17, 1913.
Oct. 29.	Abeles & Tausig v. C. G. N. and St. L. & S. F. R. Rs.	Refusal to apply continuous mileage.	Pending.
Oct. 30.	William Koenig v. Electric Co. of Mo.	Line extension charges.	Adjusted Nov. 13, 1913.
Oct. 31.	Larey & Roark v. Mo. Pac. Ry.	Depot service at Hughesville.	Adjusted Nov. 17, 1913.
Nov. 3.	Max Rice v. Mo. Pac. Ry. Co. and Pullman Co.	Excessive charge for berth, Jefferson City to St. Louis.	Refund acknowledged Nov. 11, 1913.
Nov. 4.	Prairie Gas and Electric Co. v. Mo. Pac. Ry. Co.	Overcharge on crushed stone.	Satisfaction acknowledged Dec. 8, 1913.
Nov. 5.	E. P. Stubbs M. & K. Telephone Co. v.	Discontinuance of four-party line service at Chillicothe.	Pending.
Nov. 6.	Hibbard-Spencer-Bartlett Co. v. Railroads.	Interpretation of Sec. 3182, R. S. Mo., 1909.	Closed Dec. 1, 1913.
Nov. 7.	G. W. Scoggin v. S. W. T. and T. Co.	Refusal to reinstate telephone service at Glover, Mo.	Pending.
Nov. 7.	J. B. Ellis v. C., B. & Q. R. R. Co. and Adams Express Co.	Delay in handling exprees at Elsberry.	Dropped by Complainant Nov. 18, 1913.
Nov. 11.	W. E. Carter v. C. & A. R. Co.	Overcharge in passenger fare.	Refund made Dec. 6, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Nov. 12.....	Pickrel Walnut Co. v. St. L. & S. F. R. R. Co.	Overcharge on walnut logs, Coffman to St. Louis.	Pending.
Nov. 13.....	Christopher-Thurber Gro. Co. v. M. & K. Telephone Co.	Discrimination and exorbitant rates at Trenton, Mo.	Advised to file formal complaint.
Nov. 14.....	S. David v. St. L. & S. F. R. R. Co.	Outting off tubes in boilers and letting them remain in boilers and replace with pockets.	No law violated under conditions shown—Dec. 6, 1913.
Nov. 15.....	Citizens of Canolou v. St. L. & S. F. R. R. Co.	Depot facilities.	Additional box car for freight house furnished Nov. 18, 1913.
Nov. 15.....	Coen Bldg. Material Co. v. St. L. & S. F. and C., B. & Q. R. R. Cos.	Overcharge on mine screenings and chata.	Expense bill returned, as movement was infertile.
Nov. 17.....	F. M. Brinson v. A., T. & S. F. Ry. Co.	Unjust team track storage charge.	Refund acknowledged Dec. 1, 1913.
Nov. 19.....	Commercial Club of Parkville, C. P. Breen, Sec'y. v. C., B. & Q. R. R. Co. and C., R. I. & P. Ry. Co.	Train service at Parkville.	Advised to file formal complaint.
Nov. 20.....	City of Windsor v. M., K. & T. Ry. Co.	Inadequate lighting of depot and platform at Windsor.	Pending.
Nov. 20.....	Webb Olty-Joplin Concrete Supply Co. v. St. L. & S. F. R. R. Co.	Rate on chata.	Pending.
Nov. 20.....	Wyeth Hardware and Mfg. Co. v. Railroads.	Mixed carload shipments.	Pending.
Nov. 21.....	E. J. Miller v. West St. Louis W. and L. Co.	Excessive water rates.	Pending.
Nov. 21.....	Jno. E. Lundy v. C., B. & Q. R. R. Co.	Service on line and at Napier.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Nov. 22.....	M. B. Shearer v. Sweet Springs E. L., P. & W. W. Co.	Excessive rates.	No overcharge.
Nov. 24.....	J. G. W. Fischer et al. v. C. & A. R. R. Co.	Additional crossing at Alma, Mo.	Advised to file formal complaint.
Nov. 24.....	Citizens of Rushville v. C., R. I. & P. Ry. Co. et al.	Train service.	Advised to file formal complaint.
Nov. 24.....	Citizens of Aurora Springs v. Mo. Pac. Ry. Co.	Removal of agent and closing of depot.	Caretaker provided Dec. 8, 1913.
Nov. 24.....	W. A. Zelnicker Supply Co. v. Mo. Pac. Ry. Co.	Overcharge on rails, St. Louis to Atlas.	Refund acknowledged Dec. 27, 1913.
Nov. 26.....	Abeles & Tausig v. St. L. & S. F. & Paragould & Memphis R. Ra.	Overcharge on ties, under expense bills 1673, 1794 and 1795.	Pending.
Nov. 28.....	Alfred Risko, County Surveyor, v. Wabash R. R. Co.	Rate on gravel.	Covered by Conference Ruling No. 8.
Nov. 28.....	Walter L. Ross v. Railroads.	Passenger fare for interstate journeys.	Interstate—no jurisdiction.
Nov. 28.....	Wyeth Hardware and Mfg. Co. v. Railroads.	Mixed carload shipments.	Pending.
Nov. 28.....	H. I. Ward v. St. Charles Electric Light and Power Co.	Failure to keep schedule of rates on file in office for public inspection.	Pending.
Dec. 1.....	Edward Jenkins v. Wabash R. R. Co.	Overcharge on cattle through application of interstate rates.	Pending.
Dec. 1.....	Pickrel Walnut Co. v. St. L. & S. F. R. R. Co.	Overcharge on walnut logs, Coffman to St. Louis.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 2.....	Wolf Milling Co. v. St. L. & S. F. and Mo. Pac. R. Rs.	Application of State rates to interstate movements.	Advised State rates not applicable to interstate hauls.
Dec. 2.....	F. M. Brinson v. A., T. & S. F. Ry. Co.	Absorption of switching charges on coal at St. Joseph.	Pending.
Dec. 2.....	A. A. Tucker v. St. Louis Commission Co.	Delay in settlement.	Advised this Department has no jurisdiction over commission companies.
Dec. 3.....	Miller Brothers v. Wabash R. R. Co.	Excessive rate on mill feed.	Pending.
Dec. 3.....	L. M. Hunter v. Q., O. & K. O. R. R.	Demurrage.	Pending.
Dec. 3.....	W. H. Barnes v. Mo. Pac. Ry. Co.	Train service on Washington accommodation.	Pending.
Dec. 3.....	Winter Brothers v. U. S. Express Co.	Rate on poultry and eggs from O. G. N. stations.	Pending.
Dec. 3.....	Jno. W. Bruce et al. v. A., T. & S. F. Ry. Co.	Switching charges on coal at St. Joseph.	Advised to file formal complaint.
Dec. 4.....	Stark Brothers N. and O. Co. v. Louisiana L., P. and T. Co.	Rates and service at Louisiana, Mo.	Advised to file formal complaint.
Dec. 6.....	Uel W. Lamkin v. M., K. & T. Ry. Co.	Train connection at McBaine.	Pending.
Dec. 6.....	Arthur Oline v. Lawrence County L., W. and C. S. Co.	Discrimination in rates and deposit.	Advised to file formal complaint.
Dec. 8.....	Robert Rice, Supt. O., B. & Q. R. R. v. Wells, Fargo & Co. Express.	Damage to shipment.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 8.....	Enterprise Sand Co. v. M., K. & T. Ry. Co.	Sand rates.	Pending.
Dec. 8.....	James T. Penn West St. Louis W. and L. Co.	Rates and service in St. Louis county.	Pending.
Dec. 8.....	Florian Volz v. West St. Louis W. and L. Co.	Rates and service in St. Louis county.	Pending.
Dec. 9.....	W. A. Zelnicker Supply Co. v. St. L. & S. F. R. R. Co.	Excessive rate on rails.	Advised to file formal complaint.
Dec. 9.....	Evens & Howard Fire Brick Co. v. St. L. & S. F. R. R. Co.	Rate on brick, St. Louis to Flat River.	Advised to file formal complaint.
Dec. 9.....	Guggenheim Brothers v. Mo. Pac. Ry.	Rate on poultry, Dexter to Chicago.	Interstate—no jurisdiction.
Dec. 9.....	City of Moberly v. Wabash R. R. and M., K. & T. Ry.	Protection of crossing at Wightman Ave.	Pending.
Dec. 9.....	E. W. Springer v. Municipal Electric Lighting plant at Independence.	Minimum charge for light.	Charge made in accordance with rates filed.
Dec. 10.....	Himmelberger-Harrison Lumber Co. v. St. L. & S. F. R. R. Co.	Switching charges at Kansas City.	Advised to file formal complaint.
Dec. 12.....	R. P. Atwood & Co. v. Railroads.	Rates on hay.	Advised to file formal complaint.
Dec. 13.....	L. F. Tatum et al. v. St. L. & S. F. R. R. Co.	Train service from Clarkton and Malden to Kennett.	Pending.
Dec. 13.....	Citizens of Blendon Place v. United Railways Co.	To stop cars on Market St. line at Blendon Place.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 13.	A. L. Betz v. S. W. T. and T. Co.	Telephone service at residence in St. Louis.	Pending.
Dec. 13.	George W. Trause v. Clinton County Telephone Co.	Discrimination in rates by additional charge for "pin service" or tax.	Charges made in accordance with rates filed.
Dec. 13.	J. B. Ellis, for J. M. Gibson & Son, v. S. W. T. and T. Co.	Raise in rates.	Pending.
Dec. 13.	E. L. McDonald v. M. & K. Telephone Co.	Collection of rates in St. Joseph.	Advised to file formal complaint.
Dec. 15.	Benefield Egg and Poultry Co. v. Express Companies.	Express rates.	Pending.
Dec. 15.	Champion Feed Co. v. Mo. Pac. Ry. Co.	Delay in delivery of O., B. & Q. car 103075.	Delivery advised Dec. 17, 1913.
Dec. 15.	S. Yancy, Jr., v. C. & A. R. R. Co.	Train service from Armstrong, Mo., to St. Louis, Kansas City and Chicago.	Pending.
Dec. 16.	Public Service Commission v. C., B. & Q. R. R. Co.	Depot at Bigelow.	Pending.
Dec. 16.	Blackmer & Post Pipe Co. v. Western Classification.	Marking L. O. L. shipments.	Transferred to formal docket.
Dec. 17.	Murphy Tie Co. v. St. L. & S. F. R. R. Co.	Ties—O. G. P. & G. N. and St. L. & S. F.—St. L. & S. F. car 34446.	Pending.
Dec. 18.	Napoleon Mill and Elevator Co. v. Mo. Pac. Ry. Co.	Spur track to industry.	Adjusted Dec. 29, 1913.
Dec. 18.	Public Service Commission v. Hoerner's Tariff.	Cancellation of brick rates.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 18.	Dr. J. A. Hill v. M., K. & T. Ry. Co.	Refund on 500 mileage book No. F105, No. 8007.	Refund acknowledged Dec. 24, 1913.
Dec. 20.	F. S. Chilton v. St. L., I. M. & S. Ry.	Inconvenient dinner hour of agent.	Pending.
Dec. 22.	J. Alexander v. West St. Louis L. & W. Co.	Rates on water.	Pending.
Dec. 22.	Morgan Armstrong v. United Telephone Co.	Service for rural lines through Warsaw Exchange.	Advised to file formal complaint.
Dec. 22.	Citizens of Mercer v. C., R. I. & P. Ry. Co.	Inadequate passenger train service through failure to stop No. 12 at that station.	Pending.
Dec. 26.	T. R. R. Ely v. St. L. & S. F. R. R. Co.	Depot at Kennett.	Pending.
Dec. 26.	A. L. Hardle v. M. & K. Telephone Co.	Withdrawal of free exchange service, Peirce City to Berwick.	Pending.
Dec. 27.	Enon Mercantile Co. et al. v. Mo. Pac. Ry. Co.	Agency at Enon.	Pending.
Dec. 29.	F. E. Gordon v. Mo. Pac. Ry. Co.	Train service on Lexington Branch.	Pending.
Dec. 29.	Stanley D. Pearce v. Mo. Pac. Ry. Co.	Dangerous condition of equipment used in suburban service out of St. Louis.	Pending.
Dec. 29.	J. W. Mytton v. M. & K. Telephone Co.	Service at St. Joseph.	Pending.
Dec. 29.	S. E. Press v. M. & K. Telephone Co.	Charge for moving telephone because of change of residence.	Advised to file formal complaint.

